

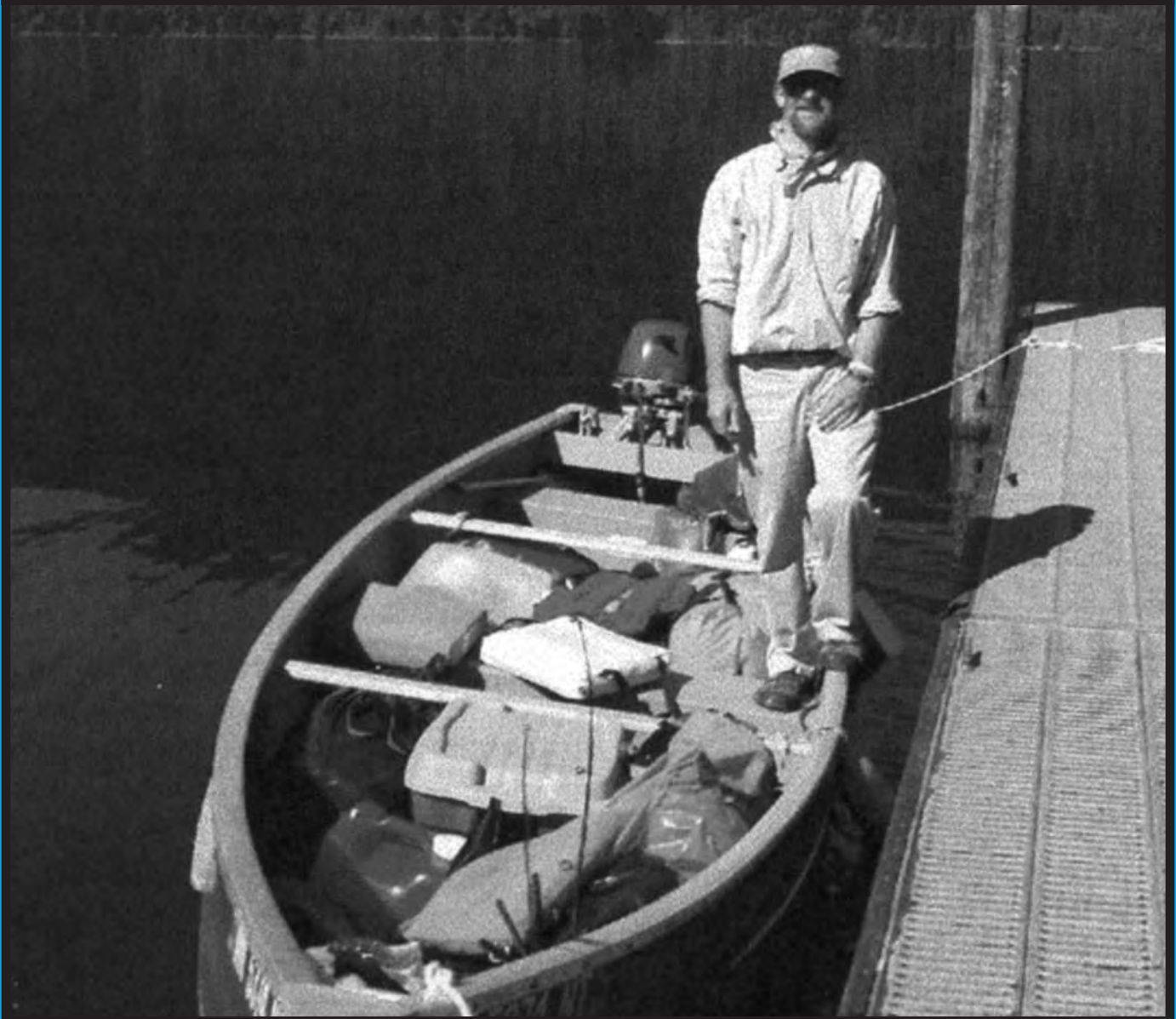


# messing about in **BOATS**

**Special Features This Issue**  
“Freighter Canoes in the Pacific Northwest”  
“Evolution of a Cat” – “A Magnificent Obsession”

Volume 24 – Number 22

April 1, 2007



# messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

Volume 24 – Number 22  
April 1, 2007



Published twice a month, 24 times a year, U.S. subscription price is \$32 for 24 issues. Canadian / overseas subscription prices are available upon request.

Address is 29 Burley St., Wenham, MA 01984-1043. Telephone is 978-774-0906. There is no machine.

Editor and Publisher is Bob Hicks.

Production and subscription fulfillment is by Roberta Freeman.

For circulation or production inquiries or problems, contact:

**Roberta Freeman at  
officesupport@comcast.net**

## Commentary...

Bob Hicks, Editor



The annual springtime appearance of boating safety plans, programs, and outrageous proposals is at hand as we again prepare to get afloat throughout much of the nation. Heading the list I've seen so far is the announcement from the U.S. Coast Guard Commandant that he favors creation of a licensing system for recreational boaters similar to the one which exists for motor vehicle driver's licenses. Pretty ambitious thinking.

Commandant Thad Allen is quoted in a Boating Industry news release as stating, "I'm trying to stick my toe in the water and see if I get bit by a piranha." He KNOWS this is not a popular notion for millions already afloat who range far and wide under power free of this particular form of bureaucratic control. Knowing this, he doesn't even bother to cite the safety mavens' chronic whining about making boating safer by more closely regulating who may play. No, instead he has chosen to flog that well beaten dead horse, "terrorism," reaching out again, as our government seems wont to do, to fear and anxiety as a persuasive device to achieve support for piling on some more regulation onto our already over regulated lives.

Allen says that the potential for a terrorist attack launched from small boats means that states and the Coast Guard must cooperate better to watch who is on America's waterways. He admits to having no details or formal recommendations to back up this assertion. Like he said, he's floating a bit of chum in the form of his toe to see how badly he will be bitten.

There are two aspects of this latest gambit to get us all somehow licensed and registered as a defense against terrorism that grab me. The first is the ID card as a means of somehow restraining those terrorists out there. Former Attorney General Ashcroft eagerly seized upon the 9/11 attack as an excuse to have all of us line up for photo IDs to be presented on demand to any sort of authority figure. He failed and soon was gone, much to the relief of many appalled by his lurch toward totalitarianism. So, failing universal IDs, let's try getting them piecemeal.

I find the notion that requiring that everyone operating a boat (motor?) be licensed will in some way interfere with a serious terrorist attack by small boats laughable. A simple ID card will stop them? Who's going to be check-

ing on all those cards on a busy weekend afloat? Should some poor Environmental Police boat presume to try to stop some terrorists already hell bent towards their objective, it would most likely be blown out of the water long before anyone even could try to demand to see operators' licenses.

Licenses, ID cards, you name it, only work with law abiding people. Lawbreakers or scofflaws ignore them. Drunks still drive with suspended licenses as do thousands of lesser threats on the highways without licenses due to some scrape or other they got into causing suspension of driving "privileges." Just because their licenses were suspended does not stop them from driving!

The idea of licensing operators of motorboats has some merit, why should all these people out there in all shapes and sizes of powered boats, randomly heading here and there with no traffic controls, barely understood (if at all) rules of the road, have unfettered access to public waters without having demonstrated at some point a minimum level of competence based on taking a driver's license test? It has never happened, of course, as the logistics of establishing a licensing program are boggling. The states are hard pressed enough just handling paperwork boat registrations. Licensing, testing? They can't handle it.

I'm no advocate of regulation. I started motorcycling when an automobile driver's license included operating motorcycles. When a separate motorcycle operator's license was established, all of us already riding bikes were grandfathered in, we were still alive so it was presumed that we must know what were doing. I expect something similar will come down when power boat operator licensing finally comes aboard.

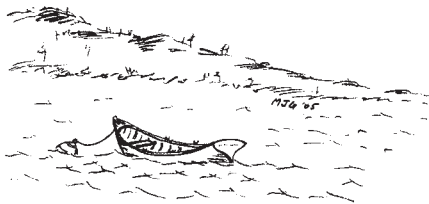
The Director of Boating Safety for BoatUS is quoted in the same news release as follows, "Driving a car is considered a privilege conferred by the state, but boating is considered a right. It gets back to that life, liberty, and the pursuit of happiness sort of thing." Really, boating is that special? The only difference is that early in the automobile era the states took control of public highway use. I think the idea that boating is right up there with life, liberty, and the pursuit of happiness is just arrogance.

## In This Issue...

- 2 Commentary
- 3 From the Journals of Constant Waterman
- 4 You write to us about...
- 6 Book Review
- 7 Think Globally, Buy Locally
- 8 Paddling and Sailing
- 10 Living on an Offshore Maine Island
- 11 Freighter Canoes of the Pacific Northwest
- 14 Messing About with Solar Power
- 16 Beyond the Horizon
- 18 A Magnificent Obsession
- 19 Home Waters
- 20 I Found the *Jenny Norman*
- 22 What the Heck is a Bugeye?
- 23 My New Mark V 28 Design
- 24 The Evolution of a Cat
- 26 *Cinnamon Girl*
- 27 The Piscataqua Wherry
- 28 Bolger on Design
- 30 The Bare Facts
- 31 From the Lee Rail
- 32 Trade Directory
- 37 Classified Marketplace
- 39 Shiver Me Timbers

## On the Cover...

Alan Hamlett found the answer to his need for an ideal small boat for family camping trips afloat was the workhorse freighter canoe and he extols its virtues for us in this issue.



## From the Journals of Constant Waterman

By Matthew Goldman

My earliest recollection of boating concerns dining aboard a wooden sloop moored in the Connecticut River, probably at Essex. My father was engaged at the time in building fishnet machines and manufacturing netting. Nylon had made its debut during World War II and now replaced cotton in every field imaginable. Though stronger than cotton and totally rot resistant, certain knots tied in nylon tended to slip.

My father modified fishnet machines to tie a different knot. The government granted him a patent. He already owned a machine shop to build textile machinery. He teamed up with a local net and twine mill and they pioneered the nylon fishnet business. Of course, someone discovered that the patent hadn't validity in Japan. They shipped nylon to Japan, made it into net, and returned it at ruinous prices. My father cut some of his losses, he brought away three fishnet machines that he set up in our barn.

The entire rack of shuttles followed a cam in order that the loop formed from the previous knot passed about the bobbin. This moveable rack of shuttles, eight or ten feet long, completed its machinations with a crash. Up and over and through and back to the bottom. Crash! And again. And then again. At every cycle the beam jerked another long row of knots from the loom. Gill nets for shad, shrimp nets, seines and drag nets, yards and yards of netting.

One of the mill owner's middle-aged sons had a boat. It was certainly a sloop, probably 35' or more, for it had what seemed to me a commodious cabin. The grownups could all stand up. I remember all the bright work. It was a wooden boat, of course. In the early '50s builders had just begun experimenting with fiberglass.

My father, though adventurous, was never a river rat. He spent four years in the Navy during the war and served aboard ships both in the Caribbean and the Pacific. He progressed from engineering officer to navigator to executive officer on a troop transport at the close of the war. That ship made three round trips from Calcutta to San Francisco. He logged more miles aboard in one year than I shall ever log my entire life.

But he never slogged barefoot in the river, never waded in the surf, never fooled about in little boats. My mother would never willingly get her feet wet, although she was nimble enough before her accident. It shouldn't surprise me that she would go aboard. It amazes me, in retrospect, that my parents spent several days aboard a large chartered schooner as passengers just after they married. But both of them had entered sedate middle age by the time I came along.

My father encouraged me to have boats but never had any interest in joining me on them. His idea of a pleasure cruise entailed a ship hundreds of feet in length with hundreds of sailors ready to his will. I grew up with naval terminology ringing in my ears.

In the morning he roared, "Lay below." He always cooked us marvelous hot breakfasts. At night he ordered, "Pipe down!" and "Hit the sack!" Then he would tell me sea stories. Stories of running high octane aircraft fuel amid the islands in the Caribbean late at night, skippered by an ex-rum runner who knew every shoal from Port-of-Spain to San Juan. Their fuel was so explosive that they didn't carry lifeboats.

Stories of being in Halsey's Seventh Fleet in the Pacific. Being on an auxiliary he never engaged in action, but he told me of the typhoon that broadcast havoc among the fleet. At 135kts, the wind tore their anemometer from the mast. Making his way across the boat deck from the bridge he nearly perished beneath the waves. This was on a repair ship, 440' in length.

Stories of steel warships notwithstanding, I fell in love with this varnished sailing boat. I must have been about four years old, a sprat, a minnow, a young salt, wet behind the ears but not wet enough. This was my first experience on any boat whatsoever. From there I regressed to rafts and rowboats, canoes, and sailing dinghies. Now I have a sailboat of my own. My smaller boats have achieved sophistication.

At nearly three score I seldom pick seaweed from between my toes or dump sand from my cuffs. Yet, as ever, I find myself drifting and dreaming and my weather eye watches a far horizon.

## The Apprenticeshop

Celebrating 35 Years of Traditional  
Craftsmanship & Quality Wooden Boats

Contact us  
about  
2-year  
Apprenticeships,  
Custom  
Internships,  
or if you are  
interested in  
having a  
boat built.



ASK ABOUT  
SCHOLARSHIP

### Atlantic Challenge

CRAFTSMANSHIP • SEAMANSHIP • COMMUNITY

643 Main Street • Rockland, Maine

207-594-1800 • atlanticchallenge.com

## Messing About in Boats Subscription Order Form 24 Issues – 40 Pages Each Issue

Name \_\_\_\_\_

Mail Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

### Mail Orders

24 Issues – \$32 (Payable by Check)

To: Messing About in Boats

29 Burley St., Wenham, MA 01984-1943

(6 Issue Trial Subscription \$8 Mail Order Only)

### Internet Orders

24 Issues – \$36 (Payable by Credit Card)

To: [www.duckworksbbbs.com/media/maib](http://www.duckworksbbbs.com/media/maib)

**No Telephone Orders Accepted**



# You write to us about...

## Activities & Events..

### Anahuac Small Craft Rendezvous

After having nothing but bad luck in the weather department in the past few years, we have changed the date for our messabout from the fall to the spring. This year's Anahuac Small Craft Rendezvous will be held Saturday, April 14, at the Anahuac, Texas Harbor. If the weather is bad we will still meet on that date, but at the Schooner Project shop instead. This year we will feature a sale on many of the boats that have been donated to the Project. We have everything from a catboat to a Volvo diesel engine to spools of heavy manila rope.

This messabout will also be the meeting of the Lone Star Chapter of the TSCA. A row/paddle/sail on the river is planned. This is a great little place to have a messabout and it is getting better all the time thanks to our hosts, the Chambers and Liberty Counties Navigation District.

River tour rides on the Navigation District educational boats will be offered to the public throughout the morning. The very popular Kid's Boatbuilding Shop will be ready for kids of all ages. Everyone is invited to bring their small craft to show or participate. For information ask for Howard at (409) 267-4402, scowwschooner@earthlink.net

The Scow Schooner Project, Anahuac, TX

### Great Hudson River Revival

The Clearwater Festival (Great Hudson River Revival) will take place at Croton Point Park near New York City on Fathers' Day Weekend, June 16 and 17. The festival continues to be a spectacular celebration with solar-powered stages, diverse performance arts, crafts, environmental exhibits, food, and Working Waterfront. The focus is the Hudson River. Waterfront is an ongoing feature of the Revival. We are planning many activities to get people on the water in small boats. Clearwater, founded on the water, wants to make festival attendees aware of our roots.

Working Waterfront will present representative vessels for visits and use. These boats are traditional and contemporary vessels, all active in historical, recreational, or commercial service. The boats and the grand sloop *Clearwater* will be on the Hudson River, some with scheduled sails. A fleet of small boats will be available in which to messabout.

Messabout is a major Waterfront feature that gives owners, builders, and users of small boats a chance to meet and swap rides and stories. The public attending our festival will be invited to join the boat people on the water. The intimacy of being on the water and working or playing with small boats draws people into a natural environmental advocacy.

If you desire to participate on the water with your boat, or with an onshore boat-oriented demonstration, contact us at (845) 462-3113 or (917) 446-5414.

Stan Dickstein and Eric Russell, Hudson River Sloop Clearwater, Poughkeepsie, NY.

## Activities & Experiences..

### A Rushton at the Bottom of Florida

I am at the bottom of Florida in early February as I write with my friend Fuat Latif and we are about to set off for a week exploring mangroves and Gulf beaches. Fuat has his kayak and I have my replica Rushton, Florida model, of course. She's a nice looking and handling craft. The photo of *Apple Pie* shows her with a more competent sailor, my first daughter, Abby. I built *Apple Pie* in Dan Sutherland's shop in '04-'05 and launched her at the WCHA Assembly last summer.

Dave Kavner, Keene, NY



## Information of Interest..

### Maine Island Trail Association Appoints New Executive Director

The Maine Island Trail Association has appointed Doug Welch Executive Director, succeeding Karen Stimpson who will focus her efforts on fundraising and public relations.

"This is a wonderful time to join the MITA team" said Welch. "MITA has a proven record of expanding access to coastal trail sites just at the time that the increased value of coastal properties makes it more difficult for Maine to expand state parks on the coast. If we don't want Maine to become like Massachusetts, where public access to the coast is more limited, organizations like MITA must partner with local land trusts and other private parties to preserve access for Mainers."

"Karen has done a wonderful job, she brought MITA from a small start-up in 1988 to a major player in the state's effort to preserve coastal access for Mainers and to balance the use of fragile natural resources with care for them. MITA today is one of the best bargains in Maine, for only \$45 a year you can access some of the most beautiful islands in the world every day of the summer and you never have to mow the lawn, fix the screen door, or pay a tax bill. And if you want to help clean up an island, we'll take you there in one of our boats and give you (usually!) a memorable day's outing and a satisfying contribution to keeping Maine beautiful."

MITA maintains over 160 island and coastal recreational sites from Kennebunkport to the Canadian Maritimes, many of which are owned by the state and are open to the public. The remainder are owned by local land trusts, other non-profits, private individuals and families, but are open to MITA members (membership is \$45/year, which MITA points out is less than the cost of a vehicle pass to state parks). Dues and dona-

tions are used almost entirely for stewardship of the Trail sites and many MITA members also volunteer generously of their time to care for all the islands.

More information about MITA, including how to join and how to volunteer, is available at [www.mita.org](http://www.mita.org) or by calling (207)-761-8225.

Maine Island Trail Association,  
Portland ME

## Opinions..

### Ethanol Info Very Useful

Rob Rohde-Szudy's "Ethanol in Two-Stroke Outboards" in the November 15 issue was very complete, comprehensive, and very useful information. And just when I thought I knew all I needed to know about the subject, by chance, I was paging through the February 1 issue and noticed "More On Ethanol for Boating" by Boyd Mefferd. More interesting and useful information on ethanol and its very unique properties.

Both articles were very helpful to many, I'm sure. This information I can pass along to the local ACBS members who use this fuel and it may explain some of the starting troubles I've had with my auxiliary engine on the sailboat. Maybe we should just have alcohol in rum, and not in gasoline!

Greg Grundtisch, Lancaster, NY

### Maine Culture at its Finest

When I saw this photo I thought this is Maine boatbuilding culture at its finest. Overhanging insulation, heater in the corner hanging from the ceiling, shelves of stuff he can't throw away, and a table where he does his lofting. Or maybe that's a *Mad Magazine* over there. Clamps everywhere. If you look at that thing hanging over the sawhorse near the bottom of the photo, is that, could that be, Jesus taking a nap?

All this builder needs is a spare beard hanging from the pipes. You know, when you're in Maine and your wife tells you to shave but you don't want the guys to know it.

Paul Austin, Dallas, TX



## Projects..

### Spirit of South Carolina Launched

What originated over six years ago as a challenge among a few friends to build a traditional tall ship has finally come to fruition on the Cooper River in downtown Charleston, South Carolina. The *Spirit of South Carolina*, a 140' classic wooden sailing ship, was launched on Sunday, March 4,

the culmination of over 100,000 man hours of work and an investment of several million dollars, but also the realization of a simple dream that interest in the rich maritime history of South Carolina can be revitalized and the region's seafaring past honored in a meaningful and lasting way.

She was lifted from her building site by the largest barge crane on the East Coast and lowered into the water in approximately the same spot where Samuel Pregall's shipyard once stood, the same yard that built and launched the *Frances Elizabeth*, a circa 1879 pilot schooner after which the new ship is modeled.

When low country shipwright Bayne and maritime heritage enthusiast Sneed first hatched their plan to build a tall ship, they weren't sure what shape it would ultimately take. They knew, however, that this region was devoid of such traditional vessels and interest in this subject was in sore need of a focal point.

The *Spirit of South Carolina* will primarily serve as a sail training vessel for South Carolina's youth. But before the educational programs can begin next fall, the ship will undergo three months of rigging, commissioning, and finish work near the Charleston Navy Base and later at the Charleston Maritime Center. The enormous masts, booms, and bowsprit will be built and installed, along with all the deck hardware.

For additional information on the *Spirit of South Carolina*, check this website: [www.scmaritime.org](http://www.scmaritime.org)

#### Trailer Hitch Boat Update

Getting back to readers on one year's field testing of the trailer hitch Red Fish Nesting Boat, here are my observations:

Positive: 1) There is no difference in gas mileage compared to carrying a boat on the roof where there is a noticeable reduction. I guess this is the only boat that can pay for itself. 2) The side wind currents on interstates are reduced compared to roof top carrying. The boat length and location are responsible for this improvement. 3) Overhead lifting is eliminated and the car-to-water time saving from my testing is from 22 minutes with two people to three minutes with one person.

Negative 1) A hitch carrier is needed. Harbor Freight has an aluminum one for less than \$100. I bolted some holding jigs on the carrier for safety and loading time reduction. 2) Running the boat at full throttle with a 3hp motor I experience some cavitation. I lowered the motor cavitation plate below the bottom of the boat without success. The professional experts have different opinions on correcting the problem. If any readers have the solution, please email me at [Wavemasterboat@webtv.net](mailto:Wavemasterboat@webtv.net) before there is nothing left to the transom of my boat.

Bob Dalley, Lake Junaluska, NC



## This Magazine..

#### Appreciation for the MAIB Community

MAIB is unique and over the years I have found it more and more something I enjoy and look forward to.

I have a growing appreciation for the MAIB community, lots of different things from lots of different people, all very real to me. I have admiration for those having the courage and determination to create different ways of life within our society. It is good for all of us, conventional or off the charts, to be reminded that there are many ways to live a life. Robb White did that, as well as Phil Bolger, and many other contributors.

Thank you for creating this community and setting an example so thoughtfully.

Steve Lukaczer, Washington, DC

#### Pleased to See Spat

It was a pleasure to see my Bolger Topaz, *Spat*, footing along on the cover of the February 1 issue and to read an account of my trip up to Lake Champlain inside. I want to clear up one mis-impression, however. The article "Spat Part II," although voiced in the first person as though I had written it, was actually the work of Mason E. Turner, Jr. of Wilmington, Delaware, "Faithful Fud" in the article. If I had written it you can be sure I would have appeared as even a more intrepid, yet prudent, and thoughtful skipper than I did in "Spat Part II."

Your readers may be interested to know that *Spat*, renamed *Raccajac*, has been sold and is now home-ported in the Georgia low country and, according to her new owner, used to explore the beautiful, extensive, pristine, and shallow waters of that regio for which her extreme shallow-draft hull is particularly well-suited.

Sam Glasscock, Lewes, DE

#### I've Really Enjoyed the Magazine

Just thought I'd send you a note saying how much I've really enjoyed the magazine. Chief Redelk should be getting in touch with you soon. I had emailed him and told him that I enjoyed the adventure that he wrote about and he hadn't realized that it had been printed. I told him that Robb had submitted it, with credit to Chief, of course, I scanned the article in PDF and sent it to him, which he appreciated, but wanted to see a "real" copy so I suggested that he write you for a copy of the magazine. This has two purposes, to get him to write some more and also to hopefully subscribe, so you see? We're lookin' out after ye. Would you mind sending him a copy?

In the February 15 issue I particularly liked Chief's article and then there's J.J. Bohnaker's adventure laced with good humor and downright danger plus the astonishing experience with the dolphins. During my patrols over the years on the Texas coast I had never heard of that kind of dolphin behavior either so that was quite a read. I'd like to see more of J.J.'s adventures, too.

I particularly enjoy the exposure of available boat plans and kits that you are putting in the magazine now, gives us a nice treat to what's available out there.

Rob Gogan's continuing adventures with his Snark is a fun read, although I think he worries too much about, let's say, how he kills the fish he catches and things like that. But I applaud his efforts at getting kids out and

showing and teaching them things, fun things, those will be priceless memories one day.

Reminds me of the middle-aged couple I used to watch at a small lake nearby. They also had a Super Snark and took great delight in sailing back and forth, back and forth. His wife would be propped against the mast facing aft and he would be propped up against the transom facing forward steering over his shoulder. I saw that he had "customized" the tiller and had bent a crook in it so that it cleared his shoulder in order to comfortably steer without having to move or shift positions. Their nylon sail was practically "blown out" over years of steady use but they still sailed merrily on, it was as much a pleasure to watch them enjoy such simple pleasures as it would have been to be sailing myself. Well perhaps not, but close.

Richard Winslow III's adventure was also a good read, lots of clear, sharp photos, always a plus. What I particularly enjoyed about all these authors lately is their ability to describe not only the enjoyment they derived from their outings but to present their easy going attitudes, too. This group of authors seemed to take everything in stride, I'm sure they're a pleasure to be around.

More folks ought to strive for the simple pleasures with boats that are easily affordable or built, easy to launch, and easy to sail, I think they would be out more often.

Thanks again for such a pleasant and fun magazine to read, don't fret so much about some things, okay, going up a few bucks is certainly understandable, besides, this fills a niche no one else can touch. I started an article and worked up a sketch but want to expand on it with more illustrations for fun, I've got to get to work again on it. Thanks for your efforts,

Ron Bennett, Comfort, TX

#### More About Internet Subscriptions

More than once I have read that internet subscriptions are not taking off. My view is that the main reason is you have the pricing structure backwards. Consider there are no printing or postage costs associated with internet publishing. Why then are you charging more for an internet subscription than for hard copy?

Why not pass the cost savings along to your subscribers and make internet subscription substantially less? If the net copy was discounted from paper I'm sure more would be inclined to use that method.

Jose Joven, Indianapolis, IN

**Editor Comments:** I am publishing MAIB as print media and have no interest at all in becoming a "webzine." To accommodate those who really wanted to get the magazine over the internet (particularly those few readers overseas and in Canada who have to pay burdensome extra postage), I arranged with the webzine Duckworks to provide this service. I offer no price discount as email subscriptions save me little as long as the major circulation remains by print media. I will not be going to a "webzine" format during what's left of my working life.

My Wooden Boat!...On-Line  
Forum...Calendar of Events  
... School Courses...Books...  
Boat Plans...and more!



[www.woodenboat.com](http://www.woodenboat.com)



# ATLANTIC COASTAL KAYAKER

## Our 16th Season is Here!

Would you like to  
read more, lots more,  
about sea kayaking?

## SUBSCRIBE NOW!

*Atlantic Coastal Kayaker*  
will bring you 32 pages  
monthly all about sea  
kayaking, 10 times a year  
(March through December)

All this  
for only \$22  
(10 issues)

Like to see a sample  
issue? Just ask.

### Subscription Order Form

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Send check for \$22 payable  
to:

***Atlantic Coastal Kayaker***  
P.O. Box 520,  
Ipswich, MA 01938  
(978) 356-6112  
(Phone & Fax)



## Book Review

### *Cruising at Last Sailing the East Coast*

By Elliott Merrick  
The Lyons Press  
P.O. Box 348, Guilford, CT 06437  
2003, 250 Pages  
Hardbound ISBN 1-58574-767-X \$22.96  
Paperback ISBN 1-59228-35-6 \$14.95

Reviewed by Dick Schneider

Throughout 18 years of sailing my 22' Catalina on Long Island Sound, my dream of cruising to Maine never came true. Time, advancing years, and the selling the boat precluded it.

But now I have done it by reading *Cruising at Last* by Elliott Merrick. I was delighted and fascinated. At first Elliott and his wife Kay cruised their trailerable 11½' Penguin around Hilton Head, South Carolina. They poked up creeks into marshes and camped on solitary beaches. Then, with their children raised and gone, longer trips beckoned, hopefully to the Maine islands.

But Elliott realized, "We still had no cruiser we could sleep in."

Long searches for the perfect boat came to nought. Then he came across the "one," a Carinita by naval architect Al Mason. He found it in *Rudder* magazine and *How to Build Twenty Boats*, 20' overall with a cabin sleeping two. He decided to build it himself, mainly of plywood. An amusing account follows in which he is "helped" by his little grandson. They named her *Sunrise*. Powered by a 5hp British Seagull, they took off for the Maine islands.

A series of adventures and misadventures followed from which I learned a lot. "The first night out in a place called Old House Creek I ran aground by going further in than necessary. Since we drew only 3½' I found I could jump overboard and push off while Kay stood on one side hanging to the shrouds to list us and lift our keel a little."

Chilling passages follow. Picking their way through pea soup fog around the Maine islands, almost being hurled broadside by angry combers into a stone jetty while threading a harbor inlet, navigating rough Atlantic seas in which their little craft performed well.

"Spray was flying, water sliding to and fro across the deck, slopping into the sail, into the belly of the jib. Most of it stayed outside the cockpit coaming although considerable scud flew onto the seats. It poured off the edge in cold little waterfalls into the foot well and gurgled down through the cockpit drains."

Tranquil moments follow as they laze in cockpit at anchor, toasting the setting sun as it gilds the marsh grasses around them. And then they fall asleep in their cozy cabin as rain drops softly drum on their roof.

Months later they return to South Carolina. "We are transformed," he writes, "the cruise has done a lot for me. I say to the great globe of stars above my head in this black basin where the wind sighs, 'If I love you, what is that to you?' Nothing, obviously. And that frees me, frees me for the little I have left to live..."

## Are You Moving?

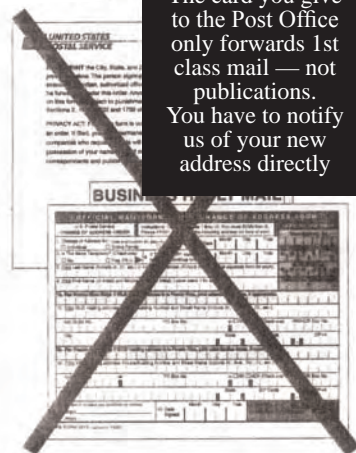
You may have told the Post Office  
but you didn't tell us.

To avoid missed issues (\$2 each if ordered separately) please notify us at least six weeks in advance.

Mail notification to:  
Messing About in Boats  
29 Burley St.  
Wenham, MA 01984-1943

Or Telephone (978) 774-0906  
7-10am or 5-9pm  
(No Machine)

The card you give  
to the Post Office  
only forwards 1st  
class mail — not  
publications.  
You have to notify  
us of your new  
address directly



As shared in a recent letter to *MAIB*, Swanson Boat Company ended 2006 in the black. Advertising was a factor (two commissions came about from ads in *MAIB*) but the key ingredient was an efficient and cost-effective supply network.

The lynchpin of this arrangement is our small town's True Value Hardware store. Ayup, you heard it right the first time. Hardware store!

"But," you say, "you're a boatbuilder! What legitimate marine items can you get at a hardware store?"

Well, as a matter of fact, quite a few. And yes, I'm a little surprised myself at this turn of events.

Thirty years ago the boats I was repairing and building were predominantly constructed with natural lumber. I had the good fortune to be foreman in a wood products mill. Thanks to the generosity of my employer I had access to a formidable array of saws, planers, drills, and sanders. Good quality boat lumber was to be had at an affordable price.

Because the craft I was working on were constructed using traditional techniques, I used a lot of fasteners and only occasionally employed adhesives. Providing proper forethought was given, the amount of sanding required prior to applying the final finish was moderate.

Nowadays it's the reverse. Most of the boats I'm building are of composite construction. Planking is primarily marine plywood. I've resumed making oars and paddles which (the way I choose to go about it) involves a fair bit of laminating. Fastener use has dropped substantially, epoxy use has

## Think Globally, Buy Locally

By Rodger Swanson

increased exponentially, and the amount of sanding has about quadrupled.

Consequently I use significant amounts and/or quantities of adhesives, solvents, sheets of sandpaper, sanding belts, latex gloves, respirator filters, plastic mixing pots, drywall screws (for forms and jigs), scrapers, roller covers, squeegees, and the like.

The store owners, Scott and Robyn Williams, have made a practice of being supportive of local contractors and tradespeople. The discount that comes with a commercial account is sufficiently generous to alleviate any temptation to drive the ten miles round trip to one of the "Big Box" supply stores. Factoring in time and fuel, there's no savings.

For a variety of reasons (familiar, I'm sure, to us all) it's impossible to go to and return from Home Depot in less than an hour. Conversely, I can walk the three blocks to Williams Hardware, get what I need, and be back in the shop again in 20 minutes. I have also avoided being cut off in traffic and/or being trampled in the checkout lane. A clear win.

Per boat, the sequence is as follows:

1. Call Jamestown Distributors and order whatever marine-specific items are required.
2. Go to Manchester's Woodcraft store and purchase whatever epoxy products are needed.

3. Go to Connecticut Hardwoods and pick up hardwood and marine plywood.

Go home and get started. Scott or Robyn will already have ordered the remainder of what I need and it will be waiting for me whenever I want to walk down and get it.

Because of their contractor customer base, the Williams are accustomed to placing quantity orders for commercial grade products and supplies. Their rate on sanding belts, for example, is highly competitive. Same goes for just about everything else. If something new comes on the market, they order a sample for me to try out.

There are other pluses. While generally competent in most aspects of building and refurbishing, paint is not my friend! And the paints know it. Robyn, fortunately, is a near genius at coming up with the right shade and color combinations. Scott has a good eye for line and position. If things just aren't happening right, I scoot down for a quick consult and, when necessary, a plea for another pair of eyes on the project. They've (disgustingly easily) resolved my quandaries (thus far anyway) with a minimum of fuss and bother. I am grateful.

The upshot is that production costs for the last three boats have come in under budget. I figure that not having to drive to Points 1 through 3 more than once and being able to get everything else in 20-minute increments has saved me the time equivalent of a full day per boat. And, I have the satisfaction of knowing that my hard-earned dollars are adding to the income of business associates who have become my friends.

(Rodger Swanson operates as Swanson Boat Co., 420 Broad St., Windsor, CT 06095)

balmy sailing breezes, gorgeous sunsets off to the west over the Gulf of Mexico, remarkable shelling, perfect sailing breezes,



**You are invited to attend the 2nd ever**

## Great Florida Gulf Coast Small Craft Festi-

☆ April 12 to 15, 2007 ☆

Come sail, row, or paddle your classic or traditional boat. Race and/or "mess about", sing Sea Shanties, chow down and pig out on fresh local seafood. Go for a pre-festival "Gunk Hole" trip. This is a family affair and there will be children's activities, Bring stuff to sell of a nautical flea market nature. There will be stuff to buy. The registration fee includes free on site camping, an awards dinner, coffee and doughnuts, good times, an event T shirt, great company and live music.

Our special Guest Speaker is to be **Kendall Butler** of the Bahamas Cultural Ministry to give a presentation about Bahamian Maritime Heritage.

To find further information go to our website at [FGCSCE.ORG](http://FGCSCE.ORG) or contact us directly at:

Florida Maritime Museum at Cortez P.O. Box 100 Cortez 34215  
941 708 4935 [Roger.Allen@Manateeclerk.com](mailto:Roger.Allen@Manateeclerk.com) [www.FGCSCE.org](http://www.FGCSCE.org)

April Springtime in Florida is the best time of the year. Come visit Manatee Co. and Cortez, a unique Florida Fishing Village

Visualize lovely warm sugar sand beaches, crystal clear or turquoise water,

spring blue skies, lovely Anna Maria Sound, manatees, dolphins, egrets

I will define a Messer's boat as any self-propelled boat or a sailboat without a keel, with a maximum motor of 6hp. Here in the Northern Neck of Virginia the above are endangered species. Looking back over 2006, while kayaking or sailing, I have been on the lookout for any Messer. I waded to one kayak and saw another in the distance. I never met a Messer at a ramp or sailed near enough to wave, not for lack of trying. I am retired and kayak or sail a couple of times a week, always selecting the best days to get out on the water. This is somewhat of a surprise as I kayak and sail in some of the best habitats for a Messer in the Chesapeake Bay region. I am centrally located in the Northern Neck of Virginia between the Potomac River, Rappahannock River and Chesapeake Bay.

Here in the Northern Neck the quest for waterfront property reminds one of past gold rushes. What better way to show that one is rich then to claim a waterfront lot with pier, boatlift, boat ramp, and boathouse and line the shore with riprap! After the house is built, put a boat on the lift with twin motors and then make sure that no public access is allowed nearby. My favorite places have none of the above or very little development.

The best way to enjoy creek kayaking is to time the tides. Leave an hour or so before high tide and time the turn around at the head of the creek with high tide. The current is not strong, half knot or less in the creeks.

Totuskey Creek has a public landing and ramp. At the landing I can go to the left about two miles (no houses). To the right is the Big Totuskey. I can kayak four miles up this branch (some houses first mile). Going down the creek there are some houses on the left but so far none on the right.

Farham Creek public landing has no ramp. This is like the Little Totuskey, I can kayak two miles up the creek and a mile down the creek before I get to any development.

Carter's Wharf public landing and ramp on the Rappahannock River has it all, 150' cliffs on the north side and marsh on the south side (no houses). I can use the current (not strong) in the middle of river or stay on the edge near the cliffs out of the current. At the end of hunting season at Carter's Wharf I came upon a deer swimming across the river. I followed it across staying back a safe distance. It was moving about 2kts or better. The river is about a quarter of a mile wide at Carter's Wharf. The next week I saw four deer swimming the Little Totuskey. I bet the Indian's Messers used to hunt deer from canoes.



Currioman public landing and ramp (a few houses near ramp) is on the Potomac River. This is good for kayaking and sailing. For kayaking I like to have a light south wind. Going east with 20' cliffs on my right about a mile or more there are two undeveloped creeks that open into Currioman's Bay. Next I can head north to Hollis Marsh, a

## Paddling and Sailing on Virginia's Northern Neck and Maine's Rocky Coast

By Floyd Thompson

long, narrow island that separates Currioman Bay from the Potomac River. Locals call this Shark's Tooth Island (private but no houses). Ospreys are so thick here that I saw one with its nest on the wide beach. With the south wind I can stay close to the shore on the Potomac side and glide along with a little bit of wave action on the shore.

Cat Point Creek has one access point at a campground. On a warm November day, with no wind I put in at the campground and kayaked down the creek, catching the last of the ebb tide. About a dozen houses are near the campground and that is about it for the next ten miles until I reach the Rappahannock River. I paddled under an old swing bridge that has 4' clearance. This bridge may not have been opened for 50+ years. There are but a few farms above the bridge. The only purpose for a swing bridge would be for grain vessels.

The state wants to replace this bridge. The Rappahannock River Wildlife Refuge wants the state to keep the low clearance. They want to reduce boat traffic from going farther up the creek to protect bald eagles. Menokin, a farm above the bridge, has some history. It is home to one of the only two brothers who were signers of the Declaration of Independence. The farm is now protected and opened to the public. It has the remains of a deep rutted tobacco road just wide enough for barrels to roll down to the landing.

After two hours I turned around and coming back near the bridge I saw a bald eagle in a tree. As I was close to shore I would pass almost under the tree. As I passed the eagle did not fly. I then saw another eagle in a tree up ahead. As I passed under the tree a motorboat that had been cat fishing passed by. The eagle still did not fly. The eagles seem to be getting used to the boats that have access to the creek.

Up the creek from the campground for about two miles the creek turns into a fresh water stream. I can navigate for another mile and then cross beaver dams. It would be nice if the state allowed public access for kayaks and canoes at the new bridge but that will not happen. We hear all the time about politicians talking about cleaning up the Chesapeake Bay. I think if more public access to the Bay were allowed, and rivers maybe, we could get more public support. As it is now the shore is almost exclusively in private hands and out of reach financially to the average person. We are starting to see the development of two classes of people here in the Northern Neck based on those who live on the water and those who live on the land. So far they are on speaking terms.

Bonums Creek is great for sailing and kayaking. This ramp has quick access to the Potomac River through rock jetties. The creek has some housing but the Potomac River shore is not developed. This landing has very little use but it is one of my favorites for sailing and kayaking. Its appearance makes one wonder if it gets any use at all. I like to catch an afternoon sea breeze and tack down the Potomac River, and when the breeze starts to die I sail close to the natural shore line (no rocks so far) about a mile and

a half, sailing two knots or so hearing the last of the wave action on the shore.

I have a 19' Rhodes centerboard sailboat. It is easy to launch and rig sail by myself. It is fast even sailing with reduced sail. I have jiffy reefing and use it a lot. I made an asymmetrical spinnaker from a kit and this works well in light air and can be handled single handed. Here in the Chesapeake Bay if one does not enjoy sailing with 6kts of wind the boat is too heavy, which includes all keelboats. I think there is a lost art of sailing centerboard boats, it is more fun and a safer boat. It will not sink, it is easier to get back aboard after swimming, hang one's feet over the side when it is hot, sail over the sand bars, and stay out of the channels where there are other boats. I can also keep it on a trailer and go different places, plus I will not have to buy an expensive waterfront lot! I do like to keep the R19 in the water a few days to a week at a time. I do not paint the bottom so I do not leave it in too long. I am a firm believer in a clean bottom.

I do like to sail point to point when conditions are right. Usually I will get my wife to drive the car and trailer back home from the launch site and then I sail to a location, leave the boat and drive the car that we left back home. Usually my point to point is from Nomin Creek to Yeocomico River or the reverse... a 20-mile trip by water but only 10 miles by car.

My best point to point for 2006 was in the spring. My wife and I launched the boat at Tappahannock and left it there while I drove the trailer and my wife drove another car about 20 miles down the Rappahannock to Waterview public ramp. We left the car and trailer there and drove back in the other car. The forecast was for NW Force 4 which would be downwind for us all the way. When we got back to the boat it was still calm. Here in the Bay one has to gamble sometimes and believe the weatherman. I would not have made this trip if the forecast were Force 3.

We got underway and motored under the bridge. I was willing to wait for the wind and after a short while the NW wind filled in slowly. I raised the spinnaker and with the ebb current, we were moving 4kts. The wind slowly increased to Force 4 and for half of the run down we were moving 5.5kts to 6kts. We saw few motorboats and no sailboats. A hundred years ago we would have seen a hundred sharpies tonging for oysters.

Sailing out of the Little Wicomico we use Smith Point Marina and keep the boat at their floating docks for several days. I try to time this with a high pressure system with the potential for a sea breeze. The sea breeze here can pick up from the south a max of 14kts but you may only get Force 2. After rounding Smith Point Light House I sail long tacks to the south down the Bay before returning to Little Wicomico. The U.S. Government recently auctioned off Smith Point Light House and three other lighthouses in the lower Bay on the internet. The Smith Point fog horn blows all the time and it might be hard to get used to.

I also like to sail out of the public ramp at Fleeton which has two ramps and plenty of parking. This is by far the busiest ramp in the area, serving mainly boats fishing in the bay. I have never seen a Messer here in the last seven years. I have a friend who lives nearby and I will keep the boat in the water at his house. We sometimes kayak and sail together.



In September I had my boat in the water at Fleeton and planned to go for a sail, then take it home on the trailer. We left after lunch, it was a cloudy and cool east wind, Force 4 gusting to 18kts. Before rounding Fleeton I reefed the main and later lowered the jib. The waves were building to 2' and occasionally 3'. The R19 sails fast to the windward and with low freeboard in waves it can throw up a lot of spray. With just the reefed main we could safely work our way to windward and bear off the breaking waves, without having spray over our heads.

After working to windward for about two miles we turned and ran back into the Great Wicomico. I raised the jib and centerboard and we surfed on some of the bigger waves. The 150lb centerboard is easy to handle, I can raise and lower it with one hand with the other on the tiller. As we sailed up the Great Wicomico River for several miles, I unreefed the main. While sailing the Great Wicomico we saw a small Coast Guard outboard motor boat speeding up the river. After we got the R19 on the trailer at the ramp the Coast Guard boat came in and quickly retrieved their boat on trailer. That day was September 11 and the only thing up the river was the new bridge across the Great Wicomico. Maybe Messers would get more public access if we point out Homeland Security could use the access points.

Sometimes I tell come-heres (people not native Northern Neckers) who live on the water that I went swimming from my boat. They ask about the stinging nettles because around their piers they are everywhere. I tell them the nettles like to be close to shore and not in deeper water. I would rather be a Messer than a pier owner!

When I sail out of Fleeton and the sea breeze does not come up, I motor over to the large sand bar off Dameron Marsh that sticks out in the Bay. I anchor in about 3' of water. Most of the people do not realize the stinging nettles are in the creeks and river, not in the bay. Off Fleeton people are going so fast in their boats they never notice the good swimming they are missing in the shallow waters of the Bay.

I also like to go for a walk on the bar while waiting for a breeze. With the main up and the rudder in the boat, I put a line on the bow and start walking, towing the boat behind. At some point, usually after 4pm, a light Force 2 sea breeze starts to fill in. I get in the boat and use the paddle to steer with only the main up. After leaving the bar I attach the rudder and raise the jib. The rudder does kick up. I keep it tight so it will only kick up on grounding with a good boat speed.

My wife and I trailered the R19 to Maine in the summer of 2006 with the 12' kayak loaded in the cockpit. We stopped off for two days at Mystic Seaport. I rowed one of their livery boats. The river shore was more built up and there were more boats than I imagined. I guess this is the future.



The first week in Maine we rented a cottage in Seal Harbor on Mount Desert Island. I kept the R19 in the water at Northeast Harbor for the week. It had been about seven years since I sailed out of Southwest Harbor and it seems like a lot more boats now, don't know if they could get any more in the harbors. I would get up early, about 6am, and hike for about three hours in Acadia National Park. The afternoon would be for sailing. With all the boats in the harbor I just did not feel like kayaking there, but did kayak on Jordan Pond one morning.

Normally I would have tacked out of Northeast Harbor, but there were so many expensive icebergs in the harbor I did not want to tangle with them! I just motored out. Like everywhere, most boats don't get away from their moorings. I think if one keeps a boat in the water and goes out in it less than 20 times a year, one should sell it and get a boat and trailer.

One day I sailed out to Baker Island and coming back I stayed close to the shore of Little Cranberry Island. The wind was Force 2 most of the day. I sailed a little way through The Gut between the Little Cranberry and Great Cranberry Island with the wind light and against the current. Little by little I inched my way through The Gut.

About seven years ago at the Manset boat ramp I saw a boat that I was intrigued by. It was like a small lifeboat or a big peapod with two unstayed masts. It was decked in the middle and had an open bow and stem. Charts were kept under the decked part. Three men had finished their sail. They had sailed The Gut between the Cranberry Islands, then sailed around the seaward ledges, and around Great Cranberry back to Southwest Harbor. I was impressed because this was good small boat sailing.

The next two weeks we stayed at Stonington on Deer Isle and I kept the R19 on a mooring and the kayak on shore at Ocean Quarry Adventures. Stonington, with all the islands nearby, must be one of the best places to kayak on the East Coast. I saw plenty of kayaks during our stay. One day at the town dock, across the street from our cottage, I meet a couple in a sailing peapod who were cruising the islands and camping out on the ones that were open to the public. The islands are starting to get a lot of use, as of now local lobster boats are the main activity on the water. There could be big changes coming to this area.



The weather was mostly sunny and warm for the two weeks in August that we were in Stonington. We usually sailed to the windward through the islands and ran back to Stonington with the afternoon breeze. One day we sailed to the windward across Jericho Bay to Marshall Island. The winds were light but with the ebb current we made good time to the windward. I saw a Messer in a catboat coming from Toothacher Bay. We both sailed back across Jericho Bay.

We saw a fleet of racing sailboats working to the windward toward us. I was not sure if they were going to turn before they got to us. They appeared to be racing from Southwest Harbor to Camden. The afternoon wind started to increase and they turned at Southern Mark, sailing through Merchant Row to the west. We were to the windward and we wanted to avoid any conflict with the fleet. As the leaders made the turn, two of the 40-footers, going 6-7kts, picked up lobster floats and were stopped dead in the water. More than half the fleet passed them. There must have been some mad rich boys on those two boats! Some of the lobster pots, set in deep water, have two floats and when sailing between them there is a good chance of being caught on the trailing float.

We were caught about two or three times a sail but this was not a problem because we could quickly release the floats. The R19 centerboard pennant is not attached to the end of the board, it is attached on the forward part so it will not drag in the water. Crab or lobster floats cannot get between the board and the pennant. If a float is caught on the centerboard, I raise the board. If a float gets caught on the rudder, I reach down behind the transom, push the float down and under the bottom, it then pops up on the other side of the rudder.

On the Chesapeake Bay and its rivers a Messer can use the crab floats as local knowledge. Pots are not set in water less than 4' deep. For a Messer, when you see pots you can go there. One of the places that I use this to my advantage is sailing back into Fleeton from the Chesapeake Bay with a sea breeze. A large shallow bar is off Fleeton Point. I like to sail close to the bar, out of the boat traffic that is farther away. Many crab pots are between the bar and the channel. To navigate close to the curve of the bar I will keep a crab float between the boat and the bar. Friends, on the tiller, are not always sure that this is a good idea because they see shallow or breaking water close by.

But back in Maine, some days after sailing until sunset, I kayaked along the shore. In a cove near Old Quarry a fiberglass replica of a Herreshoff Alerion was moored. I seemed to be drawn to this simple but elegant 26' daysailer with a big open cockpit. I always looked to see if it was out sailing but it never was. I am old and wise enough not to take any of the boats I see in the water for free but I would have taken that sailboat!

The weather was so good I was starting to worry that I would not get a forecast for a cloudy day to hike Isle Au Haut, the southern side is part of Acadia National Park. However, I did get one and took the ferry over to hike. Trails follow the shoreline. The Park Service has a rule that one cannot take lobster pots that have washed up on the shore. When I first saw a lot of them I thought it looked like trash but after a while I got used to them and they seem to be part of the environment.

Hiking back to the landing I met two men who said they had sailed to the island and anchored in Duck Harbor. When I got back to the landing their sailboat was aground and starting to list a lot. Soon they appeared and said they would have to put out the anchors to keep it from going too far. The joys of owning a deep keelboat never ends!

The ferry picked up hikers at Duck Harbor and made a stop at the town dock of Isle Au Haut. While I was waiting at the town

dock, a Hinckley Picnic boat pulled up alongside the ferry to unload across the ferry's deck. This boat was in perfect condition, along with the required two good-looking women and a dog! After the captain unloaded the luggage, he came back and got a bowl with two turtles in it. He made a comment that he had taken the turtles to the vet that morning to the tune of \$45. I was topside on the ferry with some

other hikers looking down at the Picnic boat. A father said to his young son, "You see, this is how the rich live!"

During the last sail of the vacation we sailed close hauled across East Penobscot Bay with a wind SW Force 3. Around noon, when we were halfway across, the wind died and we drifted with the ebb current. It was sunny and visibility was excellent, we could

see Mt. Desert Island and Camden Hills. We just relaxed and waited for the wind to come back up. If I was in home waters of the Chesapeake Bay I might have to wait hours and then the wind might never come up. This is one of the reasons I like sailing in Maine waters, in a half hour to an hour the wind will return. The wind came up and we sailed on a reach the five miles back to Stonington.

Cliff Island is the last inhabited island, ten miles as the crow flies, furthest out in the Atlantic on the Casco Bay ferry run out of Portland, Maine. My first trip to Cliff Island made a lasting impression on me and was the reason why I eventually became a resident. The original visit was the result of an invitation from a woman, Johanna von Tiling, whom I had met in a Portland photo shop. She had overheard my German accent. Both she and her father, Dr. Johannes von Tiling, were German and died-in-the-wool Germanophiles. They had retired from Poughkeepsie, New York, to Cliff in the 1940s.

It was also on this visit that I was introduced to the Maine delicacy, lobster, which at that time cost only 25¢ per pound. This made a lobster dinner actually less expensive than ordering steak.

Johanna introduced me to all her neighbors, the fishermen and their families, as well as the summer people, those "from away," whose families had summered on Cliff since long before I was born. They were all well-to-do and had their own cottages. Among them were presidents of prestigious colleges in Massachusetts and Pennsylvania. There was also a former ambassador to China (whose summer cottage I eventually purchased for \$4,600, furniture and all, after he had turned down my \$4,000 offer).

So why did I fall in love with Cliff Island from day one? Among the many reasons was the naturally beautiful environment of the island and the marvelous deposits of stones on its southern shore which the storms had piled up, all nicely polished by the pounding surf. I was fascinated by these pebbles and made plans to fashion tabletops and shelves with them. I freighted heavy shopping bags full back to Portland on each return ferry trip. Of course, I never did anything with these pebbles and finally tossed them out.

Before I later bought the aforementioned cottage, I found out that the banks in Portland would not underwrite mortgages for island real estate. But two shore lots, reasonably priced, became available and I purchased them. In my mind I pictured a small

## Living on an Offshore Maine Island

### A Proven Method for Becoming a Boataholic

By Hans Waecker

camp on a platform jutting out over the water. Of course, for this I had first to purchase two truckloads of used lumber. Then I called Casco Bay Lines to ask if they would freight the lumber for me. "Shure" was the answer. So I borrowed a truck and off I went to Custom House Wharf and CBL with the first truckload.

"We do not ship freight on a Friday afternoon," said the manager when he saw my lumber.

"What!" I exclaimed, "I just called!" My protestations went unheeded. I was not even allowed to unload the lumber at the wharf. So I unloaded everything at a neighboring wharf and returned the borrowed truck. On the following Monday morning everything was "okay" and I piled both loads on the truck, which practically buckled the springs from the extra load. Casco Bay Lines shipped both loads to the island without any more difficulties. I won't tell you what I said to the ferry manager. I was angry and my words were not very polite.

After taking up residence on the island I had watched my boat-owning neighbors launching their boats and floats in the spring and hauling them out again in the fall with lots of moaning, groaning, and swearing. I came to the conclusion that I should acquire my own boat. This conclusion blew my earlier resolve to never, ever own a boat. This is how I became a boataholic.

I was a total novice at boating. Now the trips to boat yards and dealers began. Way back in a corner of one yard an old open launch with an inboard engine caught my

eye. It was obvious that she had seen better days. The paint was peeling off her planks. The keel was sagging a bit. But those lines! That beautiful sheer! What a nice curved transom! With a boat like this I could take all that freight over to the island! The ferry people could go pound sand!

The yard's salesman must have watched me walking around that old boat looking into and under that hull. He smelled "a sucker!" As if he had read my mind, he said, "That boat you're looking at used to be the Coast Guard coal tender for Halfway Rock, a real rugged craft. And the price is right!" Halfway Rock still is the lighthouse in the center of Casco Bay.

I bought that boat, my first boat! I knew nothing about boats, remember? For someone who never, ever, wanted to own a boat, here I was with an old relic, one with an inboard engine to boot. From that day on, Dana, the salesman, no longer had a peaceful moment. I had question after question about this, that, and the other, but mostly about that inboard engine. By the time I finally had the engine running I must have driven the poor bloke crazy.

My friend Ed, down at Union Wharf, was an old, experienced boat man. We hauled the boat to his garage and built a house on it. In boat lingo a house is a cabin. Finally the day of launching arrived. By then I had already become an "experienced skipper." When we launched the boat at the East End Beach in Portland it was shortly after 8pm and the tide was high. I cranked up the engine and with a roar my boat took off. For a while anyway.

Then the engine stalled and no amount of cranking could bring her back to life. The starting motor turned over slower and slower until the battery was dead. Meanwhile, the water rose in the bilge. The dried out plank-ing leaked like a sieve. The bilge pump was no longer a help as it relied on a charged battery. On top of it all it was getting darker and darker and I was getting increasingly frantic.

The "launching party" was still assembled at the Eastern Promenade watching my progress, or rather the lack of it. Luckily somebody called the Coast Guard. By the time the Coast Guard finally arrived it was pitch dark. When I first saw their navigation lights they were not heading toward me. I waved a flashlight frantically but they kept heading off way over to port. In my frustration and frenzy I had plain forgotten that they had to clear Pomeroy Rock, an outcropping of rocks just barely above high tide.

Well, to make a long story short, when the Coast Guard reached me I was just barely afloat. They threw me a line and towed me to a float in Portland Harbor where I tied her up. When I returned the next morning my beautiful boat was on the bottom. It took a lot of work to get her back in shape.

I shall tell you, in another installment, how I went about this.



# By-The-Sea

[www.by-the-sea.com](http://www.by-the-sea.com)

- Boat Dealers
- Boat Builders
- Marinas
- Boats For Sale

- Nautical Books
- Plans and Kits
- Weather Instruments
- Free Classified



**Tel 508-240-2533 Fax 508-240-2677 Email: [info@by-the-sea.com](mailto:info@by-the-sea.com)**



Modern freighter canoes which are, in reality, a class of long, narrow, outboard-powered skiffs, offer some intriguing possibilities for families with young kids who want to go camping in remote areas on big lakes or sheltered areas of the coastal ocean, and for anyone who wants an efficient, environmentally responsible, and versatile motor boat for bird watching, fishing, or day use. For those who live in remote areas, the largest of these boats can serve ably as “water pickup trucks,” carrying huge loads of supplies and people safely and with relatively low power.

There is a lot of information available about these boats if you know where to look and who to ask, but it's not all that easy to find from scratch. I thought it would be useful to share some of what I learned (and where I learned it) when I researched these boats and to give a sense of what these boats are like from our first season of using one here in the Pacific Northwest.

To begin with, freighter canoes have been around for many, many years and have evolved significantly over time in response to outboard motor development and other factors. Huge birch bark freighters up to about 40' in length were used on the Great Lakes fur trade routes in Canada in the 19th century. These boats carried huge loads in ocean-like conditions.

More contemporary designs have been around for a long time as well. Reproductions of the 1934 catalogue from the now defunct Chestnut Canoe Company in Canada show six models for sale up to 25' in length (K. Solway, *The Story of the Chestnut Canoe*, 1997). These boats were first built with both ends pointed and were basically huge, heavy-duty canoes designed for carrying large loads under human power. But as outboards developed the boats began to be built increasingly with small, flat transoms at the stern (sometimes called a ‘V’ stern) from which to hang an outboard motor and later with “flat wide” transoms designed to support heavier and more powerful motors. Both of these styles were available at the same time and continue to be produced by builders of wood and canvas freighter canoes today.

The two pictures of an old wood-and-canvas V-stern freighter (a 20' Chestnut “Traffic” model from the 1960s) clearly shows the relatively fine lines at the stern. This older design is substantially different from many modern freighter canoe designs in that the underwater shape at the stern is

## Freighter Canoes in the Pacific Northwest

By Alan F. Hamlet

much more like a paddling canoe and less like an outboard skiff designed to plane. This older style is undoubtedly an equally efficient load carrier in comparison with its modern counterparts (more efficient at slow speeds, I suspect) but probably performs better with relatively low horsepower outboards. This 20' Chestnut had been used extensively for fishing and trapping in British Columbia lakes and rivers and was powered by a 5hp Seagull Century, which seemed about right to me.

One can still buy a wood and canvas freighter canoe from a large commercial builder (Nor-West boats in Quebec, see list of websites at the end of this article) and their online catalogues show both “V-stern” (canoe-like), and “Flat-wide” (skiff-like) models. I looked very hard at Nor-West's 22' Labrador model when I was looking for our boat, but mainly because of the overall cost and the size of the outboard the bigger boat needed, we bought a somewhat smaller boat in fiberglass.

For those love wood and canvas boats there are quite a few small independent builders who build new wood and canvas freighters and one can also find old boats out there. Asking people who restore wood and canvas canoes seems to be the best way to find an old boat (I met Eric Harman of Harman Canoe in Arlington, Washington, at the Wooden Boat Festival in Seattle and he had ready information and pictures of the Chestnut Traffic model). Although one could get lucky, looking online for old boats is not all that rewarding, I found. For new boats, the internet is a bit better as a source of information.

Several small scale contemporary wood and canvas canoe builders are still building big freighters. Kenneth Solway has (at least until recently) been building freighters up to 19' from the old Chestnut forms. Island Falls Canoe Co. builds a pricey but very nice looking 20' Grand Laker style boat (see list of web sites at the end of the article). West

Coast Canoe Co. on Vancouver Island builds a 20' freighter model.

Some talented individuals have built some really nice looking wood and canvas freighters from scratch starting from old designs. Pictured is one such built by Peter Osberg starting from an old design in Adney and Chapelle's classic reference, *The Bark Canoes and Skin Boats of North America*. The 15' Grumman Sport Boat (and other square-stem Grumman's up to 19'), Robb White's 16' sport boat design, and Phil Bolger's many successful experiments with efficient outboard powered dory skiffs spring to mind as similar kinds of boats.

For those of you who are online, a Google search on the web for “freighter canoe” will bring up a lot of interesting (and ultimately frustrating) information. It's clear that there are a lot of people out there using these boats but only a few people seem to say anything about what they are actually like! A number of sites maintained by people who build or sell these boats come up at the top of the list and, although there is some bias to be aware of, these sites are actually a good place to start looking at these boats in my opinion.

Chesuncook Canoe in Connecticut has nice pictures and descriptions of Scott and Nor-West boats and owner Bill Haggerty was extraordinarily helpful to me in answering questions about these boats. If you live on the East Coast, Bill's deals on Scott and Nor-west boat packages are pretty hard to beat as well. Scott Canoe (which makes an extensive line of fiberglass freighters from 12'-23' long) has a nice web site describing their products, as does Nor-West (see links at the end of the article).

We wound up buying a 21' Scott Hudson Bay model so I'll have quite a bit more to say about that particular boat. Pat Underhill at Scott Canoe answered many questions and gave very good advice about outboard sizes and sent pictures of Scott boats, a good resource for anyone thinking seriously about these boats. Those who live in Maine should check out Two Rivers Canoe for Scott and Nor-West boats as well.

So what's good about these boats? They are simple, relatively lightweight, stable (a 170lb man can stand on the gunwale when the boat is loaded and it will barely heel, see

Peter Osberg's 23' wood and canvas freighter canoe adapted from “4½ fathom” fur trade canoe lines published in Adney and Chappell, *The Bark Canoes and Skin Boats of North America*. The boat is covered in aircraft dacron instead of canvas. The outboard in the picture is a 15hp Mercury. Peter reports that this is a small beach on an unnamed island between the Anderson Islands Group and the Moore Islands in Hecate Strait. (Picture courtesy Peter Osberg)

Our 21' Scott Hudson Bay freighter and my nine-year-old son Rhys at Fisherman's Terminal in Seattle. That's a Honda 15 on the transom.







Above and below: Transom design of a 20' Chestnut Traffic freighter with a V-stern. (Pictures courtesy of Andrew McLaren of Lone Butte, B.C.)



Our 21' Scott Hudson Bay with about 500lbs of motor, fuel, and gear aboard and me (about 170lbs) standing right up against the gunwale. These boats are stable!



photo), draw little water, are good load carriers, and run efficiently on very low power. They go quite fast on plane (especially when lightly loaded) but also move nicely through the water at slow speeds like, well, giant canoes. They are quite seaworthy and well behaved in bad weather and owing to their long, narrow form they ride pretty well in a chop (albeit with a fair amount of spray).

I've been kind of amazed by what our Scott Hudson Bay (21' long, 56" beam, 250lbs) will do with 15hp. Carrying 500lbs of people, motor, fuel, etc., I estimate our boat will plane at about 18-20kts in calm water, and loaded with 900-1,000lbs of people and camping gear it still planes easily at about 15kts. For those mostly going fishing, bird watching, or picnicking with a few people, I suspect 8hp would be adequate most of the time (Two Rivers Canoe discusses this setup on their web site, for example).

We had our boat, fully loaded, in fairly bad wind and sea conditions in the San Juan Islands this last summer. Running downwind in 20kt winds and ugly 3'-4' grey rollers in a large, open straight is stretching this boat's safe limits to be sure, but that said, we didn't take on any solid water and the boat was very well behaved and maneuverable with no tendency to root and hunt when surfing down the back sides of the waves (no pictures on that one, we were busy). So you have to watch the weather pretty carefully in big water with a boat like this, but I have a lot of confidence in this boat's performance in adverse conditions based on our experience.

The largest freighters (like the 24' Nor-West Arctic) are routinely used in the coastal ocean in the far north and are reported to be incredibly seaworthy. There are some good pictures on the web of five First Nation hunters in Canada out after walrus in the Arctic Ocean in one of these big freighters. The Hudson Bay may not be quite up to that, but two hunters, a lot of gear, and a butchered moose is probably reasonable if things don't get too rough.

With a four-stroke outboard (we use a LS Honda 15 on our Hudson Bay) fuel efficiency has been excellent. We used a total of about 9gals of gas during two weeks of cruising on Ross Lake in the North Cascades and island hopping in the San Juan Islands last summer. Even at \$5 a gallon (which is not that far off in the future, I think) that's a pretty manageable operating cost. These boats are also a good value in comparison with many other commercially available outboard cruisers and fishing boats.

The boats have some drawbacks, too. These are fully open boats and one needs to watch the weather and use good judgment in using them. They can be swamped and, if swamped, they would take a long time to empty (assuming it can be done at all under adverse conditions). At least for the smaller sizes, the coastal ocean is not the greatest idea. I think a sea kayak in skillful hands is actually as seaworthy or more seaworthy than our Hudson Bay, for example. So that gives a sense of how far you can push it with this kind of boat. Although you can sleep aboard, it's not a very attractive option if the weather is bad since there's really no shelter to be had.

It's hard to find these boats in the U.S. and especially on the West Coast. Used boats are also hard to come by. I was unable to locate a single used boat in the time I was

looking to buy our boat, for example, although I did find a few much later (albeit far away from me).

How about children? Our family situation actually had a lot to do with us getting into freighter canoes in the first place. Our kids are nine and six now and this last spring we began to think about getting another boat to go cruising. We've always loved (and primarily owned) wooden boats but constraints on our time these days suggested fiberglass. We started out by considering under 25' fiberglass sailboats (e.g., Catalina 22). The more we looked at these boats though, the more they seemed like a marginal fit in consideration of our two smaller companions. It seemed to me that we needed a design that would get us out on the water with a minimum of fuss and would get us from place to place with some dispatch. Camping is a lot more fun for kids under ten than sailing (or more likely motoring) for hours on end in a small sailboat, as much as my wife and I have enjoyed this in the past.

The need for speed suggested a planing power boat but we wanted to fit four people and a lot of camping gear in one boat without going for a big power boat, a type of craft (and boating ethic) which we really do not like. The other direction suggested kayaks or paddle canoes (which we really like and frequently use for day trips) but longer trips in these boats are difficult right now and will be more practical when our kids are older and more physically able, have better endurance and judgment, are better swimmers, etc.

So for the time being at least, a bigger, more seaworthy craft seemed like the way to go. The more I looked at them, the better freighter canoes looked for our purposes. The aesthetic was closer to canoeing and kayaking than power boating in the sense that we'd be pulling up on beaches and camping but offered some of the safety, convenience, and speed of power boating. They would be cheap to run and not too expensive to buy (although more expensive than a used Catalina 22, it turned out). Our kids had a great time with our boat this last summer and I think it has been a very good solution for our family. My wife claims that our week-long trip to Ross Lake this last summer was probably the best vacation she has had in her life. The boat has opened up many new opportunities for camping in remote areas that we wouldn't have been able to pursue until the kids were older.

What about costs? One of the things that really irritates me about glossy magazines like *WoodenBoat* (to which I subscribe as well) is that there are a lot of articles that start out with something along the lines of, "For this project only the finest materials and workmanship were appropriate and we took the time to see the project through in a manner in keeping with the boat's pedigree." Ouch. What exactly does that mean? Is it \$50k, \$200k, a million dollars? We never seem to find out. By contrast, many *MAIB* articles start out with something like, "My brother-in-law had six and a half sheets of lauan plywood in his garage left over from a construction project and I was interested in building a small, car-toppable sailboat." I know where I am at this point.

Maybe the folks who are better in tune with astronomically priced classic wooden boats know where they are when they read those "no expense was spared" articles, too,



Above and below: Our six-year-old daughter Anya asleep in the bow during a long crossing and my wife Carys taking a turn at the helm.



Two scenes from our trip to Ross Lake last August. Gets you thinking, doesn't it?



34' Clipper Montreal with about 15 people aboard. Clipper builds a whole line of these huge canoes in fiberglass and kevlar, <http://www.clippercanoes.com/bigboats.php>.

but it leaves me a little turned off. Reading about how the fabulously wealthy spend their money without any of the constraints that most of us have to face up to is definitely not something I enjoy. So, some numbers:

Scott Hudson Bay \$3,600 (U.S.): Trailer and accessories, \$1,000; Honda 15hp four-stroke outboard, \$3,000; miscellaneous gear, \$600.

A used two-stroke outboard (although environmentally unattractive) would have shaved maybe \$2,500 off the bill. One could easily spend twice that for a bigger boat like a Nor-West Labrador (22' long by 62" beam) or

Arctic (24' long by 68" beam) and these boats need a 40-50hp motor (also for twice as much money). Compared to big aluminum skiffs with similar carrying capacity, though, these boats are still a bargain. A bare bones 18' Lund aluminum skiff, for example, is about \$8,500 new, and needs a 50-60hp motor to plane a 1,000lb load. The Scott Hudson Bay is less than half the cost and offers nearly the same performance with only 15hp. One can get a 24' Nor-West Arctic for about \$7,500 (U.S.) and this boat can carry more than two tons of gear with 50hp. The 18' Lund doesn't even approach this level of performance.

Additional information and pictures are available online at:

<http://scottcanoe.com/>  
<http://www.nor-west.ca/html/contact-en.htm>  
<http://www.chesuncookcanoe.com/>  
<http://www.tworiverscanoe.com/>  
<http://www.islandnet.com/~canoes/20ft-freighter.htm>  
<http://forums.wcha.org/archive/index.php/t-814.html>  
<http://forums.wcha.org/attachment.php?attachmentid=968&d=1133738029>  
<http://forums.wcha.org/attachment.php?attachmentid=979&d=1133830390>  
<http://www.ceinst.org/fUTURE%20RESEARCH.htm>  
<http://www.bangornews.com/news/t/outdoors.aspx?articleid=110703&zoneid=267>  
[http://vliegvisen.blieb.nl/article/vliegvisen\\_13012/The-Grand-Lake-Canoe.html](http://vliegvisen.blieb.nl/article/vliegvisen_13012/The-Grand-Lake-Canoe.html)  
<http://islandfalls.wcha.org/moosehead/moosehead.html>  
[http://www.watersdancing.com/North\\_lakes-19.shtml](http://www.watersdancing.com/North_lakes-19.shtml)  
<http://www.clippercanoes.com/bigboats.php>

## Chesuncook Canoe Co.

Classic boating at a reasonable cost



Freighters for the Sound, the River, lakes and streams

12' to 23'

2 hp to 40 hp

27 Highland Terrace • Ivoryton, CT • 860-575-2750  
[www.chesuncookcanoe.com](http://www.chesuncookcanoe.com) <<http://www.chesuncookcanoe.com>>  
 Call for business hours & directions



I think it began with a young architect who lived around the corner. One day he asked me how a group he worked with might involve high school students in some sort of energy-related project to increase interest in renewables. I suggested a design/build project with the culmination being a race.

Several years later I heard about a solar boat competition sponsored by the Minnesota Renewable Energy Association. I sent for the rules, learned the competition was open to students as young as middle school, and found enthusiasm among the seventh grade science students in my public school classroom for putting together an entry.

Planning for this activity took several steps. I offered a week-long series of lessons that included water density and displacement hull theory, basics of energy terms and conversions, and several open-ended learning activities. The most basic of these involved giving students an 8.5"x11" piece of paper, a stapler, and half a class period to design and build a boat.

Class concluded by testing to determine which design could hold the most weight before sinking. Marbles were the unit of

## Messing About with Solar Power

By Eric Johnson

choice. Students could place weight incrementally and strategically to maintain an even keel. I was teaching five classes at the time so I collected the five winning designs to debrief the next day showing the divergent solutions. Surprisingly the most successful design required no fasteners and was both simple and elegant in using surface tension as well as displacement as part of its design.

Later in the week students were asked to find real boats that might be borrowed for the project and to make basic measurements after obtaining permission from the owners. As might be expected in Minnesota, students located mostly fishing boats and canoes. These became the final lesson that gave them a chance to calculate a theoretical hull speed and estimate weight of each possibility.

The last day of the unit provided a forum for students to compare the virtues of their favored designs and then cast a ballot to

determine an overall winning design. From this point forward the solar boat project became an afterschool activity culminating with the solar boat race scheduled at the end of May.

What I did not know at this point is that all other entries would be from shop classes with access to very different equipment than what was available in my science classroom.

As it became clear that the enthusiasm was high for this activity, I submitted a grant request to supplement my normal science supply budget which normally equaled the tab for taking that same group of students to McDonald's for lunch. With the supplementary budget in hand students began shopping for supplies.

Students borrowed a Klepper Aeriis II folding kayak for the competition. A letter to the engineering department at Minn-Kota in nearby Mankato elicited helpful advice on trolling motor selection, rewiring for added performance, and a go-for-broke option of running a 12v motor on 24v. Students formed teams to work on each aspect of the design and construction. The students compared different solar panels for their output per dollar invested and their possible configuration to match the basic shape of our boat.

Electronics included selecting a motor and moving the control module from the top of the steering shaft to the center of the boat. The mechanical team modified the Klepper's foot control rudder system to attach to a drum concentric with the trolling motor steering shaft (note this feature at the bottom of the photograph of our third year entry). Several adult volunteers provided technical assistance and also helped locate and fabricate our specialized parts. Most notable of these was the steering drum ends that were scrap from a vendor to the Hubble space telescope.

The final design put the back-up batteries and student pilot near the center of the boat for proper trim and reduced angular momentum when turning. Foot control cables ran back to the motor. An extended power cable ran forward to the speed controller beside the pilot. Solar panels were attached to gunwale clamps in the bow of the boat while a more substantial structure in the stern supported solar panels, guided the steering cables, and provided a secure mounting plate for the motor.

As with any design/build project there was a rush to completion to allow time for testing, redesign, pilot training, and planning for transporting the boat on race day. Students described their contributions to the effort prior to a secret ballot to determine who would pilot our creation through each of the tests, including a sprint event, handling course, and two-hour endurance race. Of course, all boats had to pass Coast Guard inspection to insure safety.

Excitement peaked the day of the race. Students, parent volunteers, and the boat were loaded into a standard yellow school bus for the hour ride to the race site. The boat was passed through the rear emergency door and tied down to the seat backs on one side of the center walkway with passengers sitting on the other side. Arriving at the lake we had our first look at the divergent designs of the competing teams. It was reassuring to find that our design was as long as many others but both narrower and lighter.

The sprint race was won by the boat with the largest motor that was configured as an inboard. On the test of maneuverability our

Note contrasting designs, especially the turbulence evident at the stern of the leading boat.





boat lost time when the steering cable slipped off the drum and a shore stop was required before completing the course. In the two-hour race our team's lightweight design, oversized power cables, and low power consumption won the day. All the teams won in having had a chance to learn about boats, solar energy, motor design and controls, construction materials, and even a bit of racing strategy.

The second year our students again chose the 16' Klepper but they reconfigured the solar array and improved the steering. This time the team was a blend of students fresh off the classroom week of boat design along with students who chose to continue their involvement as eighth graders.

The third and final year students decided the largest opportunity for improvement would be a different boat. They wanted something longer for higher hull speed, something lighter for quicker steering while using the basic supplies accumulated in the first two years. A letter written by students to Mike Cichanowski at We-No-Nah Canoes resulted in his offer of a super lightweight 18' Kevlar racing canoe.

When I drove to Winona to pick up the boat, Mike said our students were free to drill

out rivets and remove the sliding seat brackets to reconfigure the boat for a single pilot. He estimated with that modification the boat would be under 30lbs. The first thing the students did was to weigh the boat. It was 30lbs WITH the sliding seats.

The We-No-Nah canoe, already 30 pounds lighter than the kayak used the first two years, had other advantages. The much sharper entry at the bow reduced drag. With less weight at the bow and stern we expected quicker steering due to reduced angular momentum. The 2' increase in length was good for hull speed. Testing confirmed this both in timed speed tests, which were well above those with the Klepper, and in the negligible bow and stern waves when at speed.

Students contacted Michigan Wheel to consult on improving the stock plastic "weedless" prop and they came up with an optimized aluminum design. A local machinist and parent of a student created the custom fit of the prop to the very small prop shaft on the trolling motor. He also came up with a specialized tool for tightening the wing nut now recessed within the new prop.

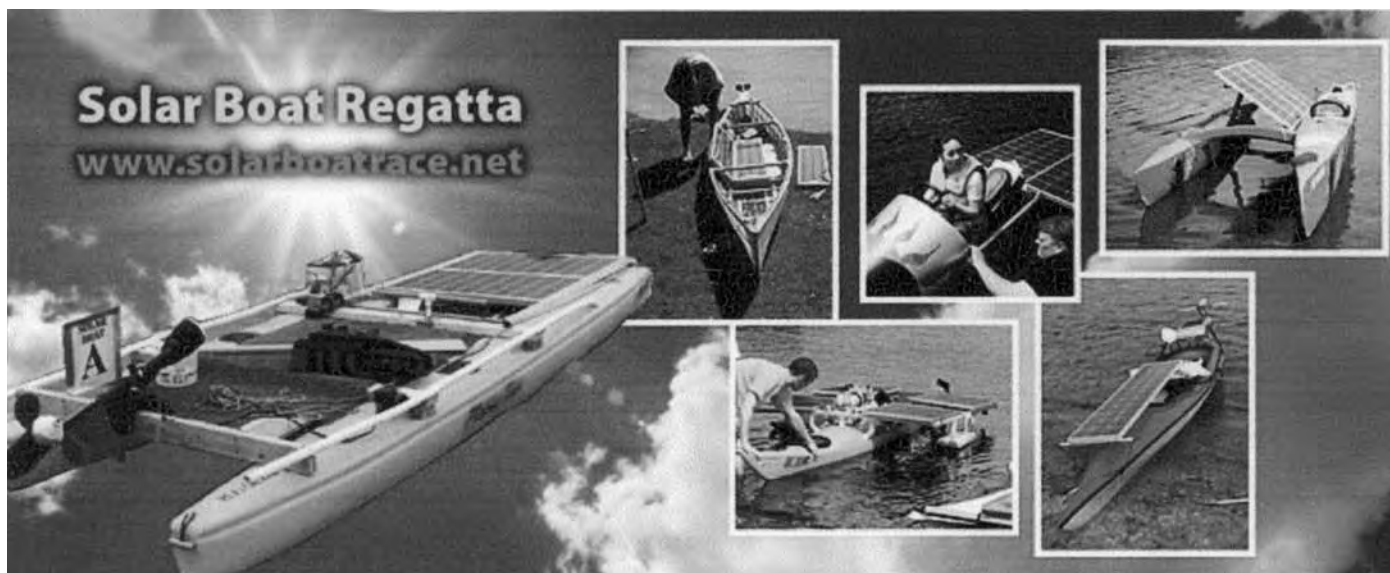
Even with all our design improvements the sprint race had several faster boats. The

maneuverability test showed dramatic improvement with our lightweight design and our students maintained the tradition of winning the two-hour endurance event.

This third year proved to be our last. When I retired in 1999 I was not able to find a colleague willing to continue the program. In the intervening years I have had many pleasant reminders of the fun we had during our three years of "messing about in boats." Two students attending the University of Minnesota joined the team that designed and built their entry in the solar car race. When I am out and about in our small town and happen upon former students who participated in this program they invariably comment on their good memories of their design/build/race experience.

When writing this article I checked the Minnesota Renewable Energy Society's website for the current status of the race. Much to my delight I find the Solar Boat Regatta for 2007 is scheduled for Saturday, May 19. Details and location will be available at [info@MNRenewables.org](mailto:info@MNRenewables.org).

Plan a spring trip to Minnesota to enjoy a unique event that celebrates the best of what it means to be messing about in boats.



*messing  
about in*  
**BOATS**



### Messing About in Boats Subscription Order Form 24 Issues – 40 Pages Each Issue

Name \_\_\_\_\_

Mail Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

#### Mail Orders

24 Issues – \$32 (Payable by Check)

To: Messing About in Boats  
29 Burley St., Wenham, MA 01984-1943

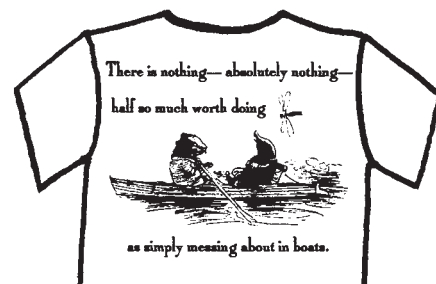
(6 Issue Trial Subscription \$8 Mail Order Only)

#### Internet Orders

24 Issues – \$36 (Payable by Credit Card)

To: [www.duckworksbs.com/media/maib](http://www.duckworksbs.com/media/maib)

**No Telephone Orders Accepted**



**Simply Messing About In Boats**  
Nautical Apparel & Accessories

*from*  
**The Wind in the Willows**

**The Design Works**

toll free 877-637-7464

[www.messingabout.com](http://www.messingabout.com)

## The International Scene

The European Union wants Europe to develop a clean ship-breaking industry. For one, the French Navy alone must dispose of 50 warships in the next 13 years.

The European Commission pointed out that recent potentially polluting events (see *MSC Napoli* next) illustrate the need for places of refuge, independent decision-makers, and improved ship monitoring.

## Thin Places and Hard Knocks

Last month's headliner was the container ship *MSC Napoli*, which started to break in half in the English Channel. SOSREP, the sole British authority, decided to use several Emergency Towing Vessels to beach the ship and remove the cargo of 2394 containers at leisure. Some containers broke free and TV watchers worldwide watched looters steal 11 new BMW motorcycles and other valuables from containers that floated ashore.

Ships sank: The wooden *Sapanyana* hit a floating log in heavy rain and sank while en route to East Java. The crew of 13 was rescued after two days and a night in the water.

The Cambodian vessel *Mekong Express* sank while en route to Cambodia and the crew of nine, including a Vietnamese naval pilot, was saved by Vietnamese rescue personnel.

The log carrying Indonesian-flagged *Harapan Jaya* sank off Kupang in Indonesia and one crewman died.

Ships ran aground, often due to severe weather and wind provocations. Two ships went adrift and the bulkier *Pacific Paradise* went aground in soft mud at Prince Rupert, British Columbia, narrowly missing rocks off its bow. Local tugs rescued all of them.

At the Estonian port of Tallin the double-hulled tanker *Wesersterm* ran aground, no spill.

The coal carrying bulkier *Ocean Globe* went aground off Spain.

At Le Havre, the container ship *Maersk Denton* ran aground while setting out for New York and it took three tugs several hours to free it.

The tanker *Propontis* ran aground on the island of Suursaari between Finland and Estonia. Ballast tanks were breached but no oil spilled.

The Slovakian-flagged *Garip* ran aground in the Marmara Sea and the master refused tug assistance, saying he could get the ship off on its own.

Alcohol impeded some ships' progress. Hamburg harbor police removed both the master and first mate of the *Maersk Durham* for being drunk.

The master of the Maltese-registered cargo ship *Nijord* was drunk when he ran his command aground in Latvia. So were five of the nine man crew.

Vessels hit things: On the Mississippi in Louisiana a river barge carrying oil failed to clear a bridge and then burst into flames. The spectacular torch floated serenely downstream for two hours before being captured and secured to the riverbank. Meanwhile, back upstream a pendulum inside a bridge pier used to detect movement was still swinging 40 minutes after the collision.

In Wilmington, North Carolina, the arms of four new container cranes being delivered by the 788' Chinese ship *Zhen Hua 16* managed to hit the dredge *Cherokee*. Both the cranes and dredge suffered some damage.

At Rotterdam high winds parted the mooring line holding the container ship *CMA CGM Claudel* and she sailed across the har-

## Beyond the Horizon

By Hugh Ware

bor and hit an oil loading jetty. A massive spill resulted such that oil could be smelled at Leyden some 36 miles inland. Damage was in the millions and the oil depot operator was consulting lawyers.

Workers died: At Zamboanga two stevedores died and ten others were taken to a hospital after inhaling chemical fumes emanating from sacked copra and seaweeds in the cargo deck of the small passenger/cargo vessel *KC Beatriz*.

In the Turkish port of Iskenderun rainwater contacted ferrosilicon-manganese ore in the *Odisk* and the resulting phosphine fumes killed two and injured eight more.

Off Scotland a pipefitter was killed in a cargo tank on the offshore supply vessel *Bleo Holm*.

Off Galveston a pilot boat capsized and two Texan pilots drowned.

In Ghana a worker died at Takoradi Port in mysterious circumstances that involved concealing teak logs on a Syrian freighter.

At Tauranga, New Zealand, a Russian seaman got trapped in the gears of a gantry crane aboard the *Tasman Resolution* and rescuers found him "badly dismembered" and quite dead.

And a variety of other accidents happened: Lightning struck vapors in the tankers *Yannis P* and *Eagle Phoenix* at Shaekharis, Novorossiysk, and set them afire. Both fires were extinguished within 25 minutes.

Off Japan the cargo vessel *Ping Yang No 8* caught fire and the crew of ten was rescued while six patrol boats attacked the fire.

In the North Sea the powerless cargo vessel *Vindo*, loaded with 4,200 tons of fertilizer, drifted in rain and bad weather towards a manned gas platform. Most of its crew was hastily evacuated but the *Vindo* passed between three platforms and was later gathered in by a tug.

The same Force 8-9 winds and 18' seas bashed in the bridge windows on the diving vessel *CSO Orelia* and sank two fishing vessels, the *Pere Charles* and the *Honeydew II*.

Rescue efforts for a small North Korean tanker were stopped by bad weather off western South Korea. Its engine had broken down after the propeller became entangled in fishing nets. Members of the U.S. Navy's Mobile Diving Salvage Unit One installed a temporary patch at sea.

The container carrying Chinese freighter *Tong Cheng* made an unscheduled stop at Honolulu because of a 56" gash in the hull below the waterline.

The Japanese fishing boat *Kotobuki Maru No. 38* stopped off at protected sanctuary Midway Island because a fisherman had a fishhook through his throat and the skipper hoped for a med-evac.

Australia's Gulf of Carpentaria is shallow so how to get zinc ore concentrates some 75 miles from a mine to a deep sea vessel was a problem. Small barges were one possible solution but a special shallow draft vessel, the *Wunma*, could carry 5,000 tons, that is until Cyclone Nelson tore off a hatch covering and disabled its electrical propulsion system. The *Wunma* developed a severe list and her crew was airlifted off. Salvors thought they could tow her to the protection of the Port of Weipa and salvage both ship and cargo.

The barge *Warren*, carrying 2,000 tonnes of iron ore, sank off Goa after being hit by the ore-laden barge *Sea Horse*. About 300 barges support Goa's export of iron ore to China and other steel-producing nations.

## Gray Fleets

Canada plans to get rid of *HMCS Protector* and *HMCS Preserver*, its only two refueling and supply ships, as part of defense cuts, leaving a gap until the new Joint Support Ship comes into service in 2012 or later. Other cuts include one Aurora maritime patrol aircraft, one Iroquois-class destroyer, and a ground-based air defense missile system, but that won't go out of service until after the 2010 Winter Olympics in British Columbia.

The U.S. Navy will decommission the carrier *USS John F. Kennedy* after nearly 40 years of service and the service will accept offers from any institution ready to make its last diesel-electric submarine, the research sub *USS Dolphin*, into a museum.

Two nations building a common aircraft carrier, sounds simple? France wants permanent berthing for 300 more sailors while the U.K. was going to use conventional sofa beds for additional crisis personnel. The French carrier needs steam catapults and that means a steam boiler or two and the plane elevators must be wider. It also needs more tankage since France refuels its carriers less often. On British ships accommodations are by rank while the French accommodate by function (eg, communications, etc.). However, commonality will be about 90%.

## White Fleets

On the River Plate, the 46,000-gt cruise ship *Sky Wonder* was blown out of the channel and went aground. It took three tugs and a favorable tide to free it. Under the name of *Pacific Sky* this vessel has made these columns before. It ran aground in Noumea, lost cruises because of gearbox troubles, a blown boiler valve, and engine breakdowns, and was found to have "very, very serious" corrosion such that some bulkheads had parted from the hull.

The *Mercury* made ten discharges of treated sewerage into the Strait of Juan de Fuca in 2005 and the owners paid \$100,000 although the State of Washington had reduced the fine to \$70,000. The company asked that the extra \$30,000 be spent on marine conservation.

The *QE2* arrived at San Pedro with about 16% of its passengers having been norovirus sick during the passage from New York, and the *Volendam* arrived at Port Everglades with more than 100 people sick.

At New Orleans a loaded river barge bounced off the riverbank and then attacked the moored *Fantasy*, opening a 30' gash.

The U.S. Department of Transportation proposed rulings that all cruise ships operating in domestic waters must satisfy requirements for accommodating disabled persons. The cruise industry has been actively cooperating in preparing the rules and probably will not object to their implementation.

In the Southern Hemisphere kayaker Andrew McAuley almost made it 1,000 miles across the Tasman Sea from Tasmania to New Zealand but his unoccupied and capsized kayak was recovered by the cruise ship *Clipper Odessey* less than 50 miles off Milford Sound. His kayak may have been



flipped by a whale or a wave because its protective cockpit cover was missing.

Across the Tasman the *Pacific Star* was the scene of an alleged rape of a 16-year-old. She later attempted suicide and a young man was charged with possession of Ecstasy and amphetamines, the news items may be connected.

In the Antarctic fears of many came true when a cruise ship ran aground and caused an oil spill. But the damage wasn't too bad when the Norwegian cruise ship *Nordkapp* grounded near Deception Island and spilled some diesel oil. Its 294 passengers were taken off by sister ship *Nordnorge* while divers from the British ice patrol vessel *HMS Endurance* (on its next to last day in the Antarctic) applied temporary patches. Norwegian Coastal Voyage cancelled the remainder of its Antarctic cruises. The two Norwegian ships normally operate on the Hurtigruten, the ferry service for coastal communities along Norway's long coast.

Abu Dhabi chartered two cruise ships to house people in town for major events and exhibitions. The *New Flamenco* provided 401 rooms while the *Ocean Majesty* offered 274 more rooms.

A toddler died when a small craft capsized while carrying her and her parents from the cruise ship *Super Star Libra* to shore at Malaysia's Kadamat Island. At the parents' request the Kerala high court ordered the vessel arrested for criminal negligence.

### Those That Go Back and Forth

The investigation into the sinking of the British Columbia ferry *Queen of the North* considered the possibility that a sex act on the bridge may have played a factor.

Egypt is rethinking Red Sea ferry activity after the ferry *Al Salam Boccaccio 98* sank last year, killing about 1,000. It plans to build a 15km (about nine miles) suspension bridge across the Gulf of Aqaba to Saudi Arabia.

The ro-pax ferry *Our Lady of Medjugorje* departed on schedule from Manila for Palawan Province but five hours later its engine stopped. The ferry drifted for 20 hours in nasty weather and the 935 on board were relieved when fleetmate *Superferry 16* arrived and took the *Lady* in tow. The towline later snapped but both ships arrived at Manila two days later.

In Vietnam, in low visibility, a hydrofoil ferry hit the bulker *QD 01* carrying coal and three died.

In thick fog at Liverpool, the high-speed catamaran ferry *Sea Express I* was run down by the Greek bulkier *Alaska Rainbow* which may have hit the ferry twice. About 300 passengers, all uninjured, were removed by tugs and other rescue craft and the ferry was gingerly moved alongside a pier where it sat stern down. Some days later, about 50 vehicles were removed.

At Sydney, the RiverCat cruise boat *Dawn Fraser* collided with a small fishing boat near the Harbour Bridge. The occupant of the smaller craft suffered a heart attack and his leg had to be amputated. He later died.

### Legal Matters

A tag used to seal a package of Australian meat products was retrieved by a fisherman and it led Brisbane authorities to the container ship *Khudozhnik Zhukov*. Its master was fined \$3,000 while the company paid \$20,000 for littering.

The second engineer of the bulkier *Irika* is wealthy because he blew the whistle about

illegal practices aboard his ship. He was awarded \$250,000 by a U.S. court while the ship owner was fined \$750,000.

The Swedish Supreme Court fined the owner of the Cyprus-flagged *Sylve* for discharging 6,000 litres of diesel oil east of Gotland.

U.S.-based heavy lift operator Pacific Marine was fined \$1 million for discharging hundreds of thousands of gallons of oily bilge water from its four vessels.

The chief engineer and second engineer of the Korean-flagged *Sun New* got five months of jail time and two months of supervised probation for bypassing the oily water separator.

A New York mariner was sentenced to five months of confinement plus probation for operating the water taxi *Little Lady* without the appropriate master's ticket.

Commodity trader Trafigura was given until June to defend a £1 million suit claim by victims of mass poisoning in the Ivory Coast last year. Ten died and thousands more became ill after being exposed to toxic wastes dumped in landfills around Abidjan. The wastes had been brought to the Ivory Coast by the chartered tanker *Probo Koala* (now trading as the *Gulf Jash*).

The master of the container ship *Zim Mexico III* was sentenced by a compassionate judge at Mobile to "time served." The ship had sideswiped a container crane and toppled it, killing an electrician inside. The prosecution based his case on a bow thruster that had a history of infrequent and intermittent failures and accused the master of criminal negligence. The maritime world has viewed the whole affair with considerable dismay and distaste.

### Nature

Ships often leak oil. The fertilizer-carrying *Golden Sky* went aground in the Baltic Sea and started leaking oil near Ventspils, Latvia's only oil port.

The reefer *Sierra Nava* went onto a Spanish beach when its anchor dragged, 170 tonnes of oil went onto local beaches. The crew of 14 were rescued by helicopters and Spain demanded up to \$1.5 million to cover possible "administrative infringements" and damage to the environment.

The *Maersk Vienna* hit a berth at Kaliningrad and a ruptured fuel tank leaked about four tonnes of petroleum.

The Indonesian barge *Marco Polo 168* was wrecked on rocks in Vietnam and leaked oil so authorities impounded the tugboat *Terusdaya 21* that had been towing the barge and warned locals who had been burying clumps of curdled oil to stop for ecological and environmental reasons.

Wellheads also can leak: In Louisiana, a ruptured oil wellhead in Bayou Perot started spouting a 90' geyser of sweet medium crude so a 19-mile stretch of the Gulf Intracoastal Waterway was closed for a while.

### Metal-Bashing

Lowest prices and quality don't always go together. In rough weather between Alaska and California, 16-ton anchors simply dropped off the recently built tankers *Alaskan Frontier* and *Alaskan Navigator*. "Metal fatigue," pronounced the Coast Guard and the missing anchors and those on sister ships *Alaskan Legend* and *Alaskan Explorer* were replaced with temporary anchors air freighted from Holland. Then it turned out bitts were similarly defective, 74

will have to be replaced on the four tankers.

On remote South Atlantic Tristan da Cunha Island, an oil rig named *A Turtle* became stranded last year after weeks of drifting around after a tug lost it. Initial salvage attempts failed but renewed efforts by a new salvor will remove the rusting rig, in pieces if necessary, for scuttling in deep water.

Two contractors are building two warships, each to different designs, for the U.S. Navy's Littoral Combat Ship program, but one contractor was ordered to stop work on the second of its two vessels because of cost overruns. When one of each class is operating (probably in September), they will be compared.

### Nasties and Territorial Imperatives

Nigerian militants kidnapped seven foreign workers off the container ship *Baco Liner 2*.

At Dar es Salaam pirates hit a container ship for the second time in two months. This time they ignored or neutralized with knife threats a shore watchman, three crewmen, and five local security guards, all to steal mooring lines and two lifebuoys.

The U.S. Navy boarded small vessels in international waters off Somalia, hunting down terrorists attempting to flee Ethiopia's purge of Islamic militants.

And worldwide piracy attacks fell for the third year in a row.

Nations vigorously defended their territories. Canada okayed a shipping service between Murmansk and the port of Churchill in Hudson's Bay as long as ships met Canadian standards. That included Russian icebreakers.

Georgia seized the Antiguan-flagged ship *Karla*, whose crew included Russians and Ukrainians, for violating navigation rules and entering an area forbidden to shipping. The *Karla* was the third ship seized in the month.

The Chinese research ship *Dongfangfong No. 2* entered Japan's EEC and Japan told the ship to leave. It didn't.

The Sri Lankan navy destroyed three Tamil Tigers suicide boats attacking the anchored container ship *Peloponnesian Pride*. Some containers were damaged by blast but the ship itself was OK. The navy also destroyed two Tamil Tiger boats accompanying a third suicide boat that damaged the *City of Liverpool*, a ship chartered by a Sri Lankan company to carry flour for 500,000 civilians displaced by the warfare.

### Odd Bits

Lifting a person suffering from hypothermia out of the water in a vertical position can kill as warm blood in the abdomen rushes down into the legs. Now a new helicopter transportation-cum-immersion suit comes with a built-in harness that allows the survivor to be hoisted lying flat.

Egypt earned \$3.8 billion from operating the Suez Canal last year and the Panama Canal Authority announced steadily increasing rates to pay for enlargement of the Canal.

At Southampton, Ontario, archeologists will dig up a 130-year-old barge because under it is the British warbrig *HMS General Hunter*, captured by the Americans in the Battle of Lake Erie in 1813. It sank in 1816 while sailing as an American merchant vessel.

An ex-Soviet Whiskey-class submarine sank off Denmark while being towed to Thailand by the tug/yacht *Edi*. The Thai owner plans to salve the sub.



If you examine a map of Connecticut, you'll see the Connecticut River running from north to south, and just where it empties into Long Island Sound you'll find the little town of Old Saybrook. Now at the mouth of almost any major river in the U.S. you'd expect to find a city, but not so in this case. The mouth of the Connecticut River is notoriously shoal and the only navigable channel requires regular dredging and is unsuited for large ships. Consequently, there's never been a seaport in this locale, so instead you have Old Saybrook, a collection of summer cottages, about 12,000 inhabitants, a scattering of businesses, and a good selection of drinking establishments. The locals like to quip that Old Saybrook is "a quaint little drinking town with a fishing problem."

The town has had two famous residents, now both deceased. The first was Katherine Hepburn, a name recognized by everyone. In the early 1900s many of the monied families in Connecticut built large, imposing "cottages" along the shoreline. Typically these were frame construction with large porches on two or three sides to catch the breezes and finished in cedar shakes in the New England style. In Old Saybrook there is an enclave of these big homes, a borough designated as Fenwick, sort of an early version of what we now call a gated community but without the gates. The Hepburn family built one of these big homes where the children enjoyed their summers. Little Katherine grew up to be a world famous actress and won four Academy Awards, but she always returned to Old Saybrook right up to the time of her death in 2003.

Over the years most of the big homes have changed hands. The old bluebloods have now been replaced by politicians, lobbyists, and those fellows who like to wear the gold chains and pinkie rings.

The other famous resident of Old Saybrook lived on the other side of town. In fact, it's about as far as one can travel in town both economically and in actual distance to get to the former homestead of Earl Brockway. The house is gone now, destroyed by fire a few years ago after Earl's death, and it's a pity because by my reckoning the place should be a shrine, a Mecca, a destination for everyone who calls himself a boat builder to go and pay homage to a man who arguably was America's most prolific boat builder.

If you never heard of Earl Brockway it's not surprising as Earl was a local legend and was generally unknown beyond southern New England. However, when I tell you a little about him you'll understand why I feel he deserves his rightful place in the boat builders' Hall of Fame (if there was such a thing).

Earl Brockway built 5,000 boats! That number has never been established as fact and Earl never kept any records but informed folks who knew Earl all agree on that number. However, if you're a skeptical person like myself you might wonder, as I did, how one man, working alone, could build 5,000 boats, so I did the math. Earl died at 74 years and assuming he built boats for 54 years and worked 365 days a year (which he did), that comes to 19,710 days. Divide that by 5,000 and that gives you 3.942, or four days per boat.

If you knew Earl and were familiar with his work habits and if you know the boats, the figure of one boat every four days is entirely realistic. In fact, it's widely known

## A Magnificent Obsession

By Captain Bill Greenough

that back in the '50s and '60s when boat liveries were so popular Earl built thousands of his boats, each in one day or less. The man was a boat building machine! These boats were skiffs and scows mostly in sizes of 12', 14', or 16' and slapped together in what I now call "Brockway style," that is, plywood construction, fastened with galvanized shingle nails, and the seams glopped up with good old roofing cement. Crude? Absolutely! Practical and efficient? You bet!

He worked alone, at a quick pace, seven days a week (and at night under lights as well), year round in the New England weather and he never let up. I've seen him working in the rain, sleet, snow, and freezing wind. It didn't matter to Earl, he was a man obsessed with building boats.

Although he lived as a recluse he was generally hospitable to visitors. He would volunteer little in the way of conversation but was always polite and well spoken to me on my occasional visits. At times his appearance could be shocking. He was a small man, slender, with sinewy arms and was very strong. His clothing was as dirty as dirty can get, actually infused with sweat, grime, and roofing cement. This is not said to be unkind, but with all his attributes no one would ever say that personal hygiene was anywhere on the list. He seemed impervious to cold or discomfort, often working in the coldest of weather in old broken shoes without socks and wearing just a light jacket. I doubt if he ever wore gloves.

His home could only be described as a hovel. Located at the dead end of a narrow lane, the Cape Cod-style house was ancient and completely dilapidated with no paint and missing window sash covered from the inside with scraps of cloth and cardboard. Around the property on both sides of the street were his boats, some under construction and many others awaiting a buyer. Untrimmed underbrush and discarded junk were everywhere. One would never imagine or believe that a person would inhabit such a place, but Earl spent his lifetime there building his boats.

His methods were a combination of primitive and ingenious. Transoms were  $\frac{3}{4}$ " ply, sometimes doubled, sometimes not, sides  $\frac{1}{2}$ " ply with butt blocks, stems were anything handy, sometimes 2"x4", sometimes 4"x4" beveled with a hatchet, bottoms  $\frac{3}{4}$ " ply, cross-planked and fastened to pine or fir chines along with a few 2"x4" frames as nailers for the bottom seams. Sheer strakes were anything handy from a furring strip to a 2"x4". Depending on his mood, he might scab in a seat or two. Every boat was different but the common elements to all Brockway boats were the shingle nails and roofing cement, both of which he used to great excess. That was it.

The boats were built upside down on the ground. To establish the shape and beam he drove stakes into the ground and bent the sides around them. The product was rough, even crude, but Earl built to his own standard and never tried to get "fancy." The only tools I ever saw him use were a hammer, skilsaw, jigsaw, and a hatchet. If he used a tape meas-

ure or a pencil, I never saw them, and as far as I know he built completely by eye. For certain no paint or sandpaper was ever used. There's no question that he was capable of far better work but he really just wanted to do it his own way.

A friend of mine told me that for years he tried to persuade Earl to build him a 16' skiff using good plywood, stainless steel boat nails, and 3M5200 adhesive. My friend would furnish the materials and pay Earl a good price for the work. Earl wasn't interested.

Boat liveries, marinas, contractors, shell fishermen, working watermen, and some recreational fishermen loved Brockway boats and no wonder. For about 600 bucks, depending on the size of the boat and on Earl's mood, you could buy a skiff. Slap on some latex house paint, add an outboard motor, and you were in business with a boat that was reasonably seaworthy, could carry a big load, and would last a few years until you either began an endless cycle of repair to keep the water out or simply bought a new Brockway.

In the early years Earl would deliver many of his boats and it was a common sight in those days to see him on Long Island Sound in his skiff towing a string of new boats behind, maybe ten or a dozen at one time, looking so much like a momma duck with her brood following along. He'd be heading to buyers along the Connecticut shore, or often to Long Island where there was a high demand for his boats.

Everyone who knew Earl has his favorite story and I'll share one of them with you as it was told to me by one of the locals. On occasion Earl would stop building boats long enough to drive into town to stock up on necessities. His mode of transportation was an old Cadillac sedan of early '60's vintage, a total junker. It was all rusted out with missing body parts and had broken glass, no exhaust, no gas tank, and no working brakes. Not to be deterred by such details, Earl had rigged it up with a red plastic 6gal marine type gas tank secured to the roof with bungee cords and a gas line feeding directly to the carburetor, gravity feed.

When he drove slowly into town he created quite a spectacle in his heap with no mufflers but all the locals, including the cops, knew it was Earl and paid no mind. To get into town there was one steep hill leading to a bridge that crossed the railroad tracks. Earl had learned to navigate this route without brakes, driving slowly up the hill, crossing the bridge, and using low gear to descend the other side. One day, however, there was a traffic back-up going up the hill so Earl had to stop and wait a few minutes. The angle of the hill was too much for the gravity-fed gas system, however, and as the car sputtered and ran out of gas Earl had to put the car in "park" to keep from rolling backwards into the cars behind him.

So there he was with no driver's license, stuck in traffic in a car with no brakes, no plates, no insurance, and no mufflers. The local cops who had always turned a blind eye to Earl's forays into town finally and reluctantly were forced to address the situation and so, after advising Earl that he was henceforth "grounded," the Caddy was towed back to the house where Earl would use it to move boats around.

This was a remarkable man who lived a remarkable life. He bothered no one and really just wanted to be left alone to build and sell his boats and for many years he operated

successfully as a low-profile “backyard” builder, even though he was selling thousands of boats. You could get away with it back in those days. He had no telephone and did no advertising but people from everywhere beat a path to his door.

Eventually, however, regulations caught up with him. First it was hull numbers and the Coast Guard made him register as a boat builder and issue hull numbers. Then they

forced him to add “upright and level” flotation to his boats. This was a joke because buyers would rip out the cheesy flotation just as soon as they got the boat. Then the state got after him about registering as a business and collecting sales taxes and then they went on to do all the countless things that Connecticut bureaucrats do to make life difficult and complicated for a small businessman. The good old days were over for Earl and for the last

few years of his life he longed for the simplicity he had enjoyed in earlier years.

When he died I was told that he had suffered a massive heart attack while building a boat and that he was dead before he hit the ground, holding his hammer in his hand. I hope this is true. It's the way he would have wanted it and it would have been a perfect finale for one of America's greatest boat builders.

## Home Waters

By Preston Larus

It is 10:00 at night and I am motoring alone down a long canal in pitch darkness. Left turns, right turns, loops, and bends for the 30 minutes it will take to reach Roberts Bay at idle speed.

According to the log I have made this trip 28 times over the past year since we have begun keeping the boat at this particular dock. About a quarter of those trips have been in darkness. It's not nearly as difficult or worrisome as it was the first few times. I know where I am, I know what's coming up next, and my eyes remember the details of the passing houses, docks, and boats as soon as the shadowy silhouettes jog the memory.

I guess I'm just starting to know these once unfamiliar waters and I wonder if I'll ever know them so well that they will be “home waters” to me. At the moment that seems unlikely.

Home waters to me are Davis Creek, North River, Mobjack Bay, Virginia (off the lower Chesapeake), even though I haven't boated there in 25 years. It was there that I learned from my father how far to hold off this shore, how close to cut that point. The state of the tide could be told at a glance by the barnacles on the pilings, by the look of the tall grass at the water's edge, yes, and by the smell of the black muck exposed at low water.

These clues about the state of the tide are cerebral, measurable things. One could almost fake it by using right brain memory, by studying each sign and comparing current readings to past correlations between tide and visible indicators, but that doesn't make it home waters.

What does make a place “home waters?” I think, today anyway, it comes from the vast body of observation and feeling that comes only from intimacy, the intimacy of frequent contact under all kinds of conditions. I know it's high tide because I know what high tide looks like. Simple. Just is. As I write this, I wonder, too, the height of the eye depends on the tide, could an unconscious internal measurement take place as the experienced hand looks from boat to familiar, low lying shore? Odd, it seems a measurement of altitude more akin to aviation than boating.

Tonight I motor past the dark houses and I can see the flicker of TV screens inside. Some of the windows and the TV screens are so big I can actually watch the show for a few seconds as I glide by, a pedestrian but jarring juxtaposition between life and theater, like passing a drive-in theatre and catching a


few moments of “stolen” movie. But all the while I am looking, remembering, absorbing, the feel of these waters, wanting to make them as familiar as possible.

Out in the Intracoastal Waterway now, planing now at an easy 23kts. The wind is calm, the water smooth, and the even growl of the outboard is carried away by the speed.

Scanning eyes pick up no other running lights about, there is just enough ambient light to distinguish shapes on the water like crab floats and day marks, but I have to be real careful! A brief burst of spotlight shows all that might do harm, but wipes out night vision. After the light goes out a second of real blindness follows, then shapes come back into view again as the pupil reopens.

Now follow the flashing beacons marking the channel edge, a flashing four-second green to port, then a four-second red after that to starboard (remembering it appears to the right of the drawbridge's span marked by steady red lights). Then to port, under the bridge, and pick up the next flashing red directly ahead, and then the next one a little to port. Pay particular attention to those day marks between the lit beacons! And so on, burning into memory each turn, the relative locations of all the lights and landmarks.

This learning has its linear, step-by-step parts, but all the while the overall picture is being formed, the composite of “what this looks like” that I hope will metamorphose these adopted surroundings into home waters for me some day.



**MAAS ROWING SHELLS**  
**AB INFLATABLES**  
**TRINKA 8, 10 & 12 DINGHIES**  
**EASTERN 18 COMMERCIAL OB**  
**HONDA OUTBOARDS**  
**THULE RACKS**  
**ROWING INSTRUCTION**  
**55 Spicer Ave., Noank, CT 06340**  
**(860) 536-6930**

**Tale of an Adirondack**  
**Guideboat and How to Build One**  
**This how-to book tells you everything**  
**you need to know to build this classic**  
**small craft in the traditional manner.**  
**For a copy send \$22 to G. L. Fisher**  
**151 Sawin Ln., Hockessin, DE 19707**  
**or call (302) 234-4199**

## messing about in **BOATS**



### Messing About in Boats Subscription Order Form 24 Issues – 40 Pages Each Issue

Name \_\_\_\_\_

Mail Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

#### Mail Orders

**24 Issues – \$32 (Payable by Check)**

To: Messing About in Boats

29 Burley St., Wenham, MA 01984-1943

(6 Issue Trial Subscription \$8 Mail Order Only)

#### Internet Orders

**24 Issues – \$36 (Payable by Credit Card)**

To: [www.duckworksbbbs.com/media/maib](http://www.duckworksbbbs.com/media/maib)

**No Telephone Orders Accepted**





*Jenny Norman* before restoration.



*Jenny Norman* after restoration.

To some, most perhaps, the *Jenny Norman* wasn't missing at all. For me she was, until recently. I learned of her current whereabouts from a most helpful and informative volunteer at the Richardson Maritime Museum in Cambridge Maryland.

Sometime in the late '80s or early '90s I read of this bugeye and how she was slowly but steadily falling into disrepair. She was sold out of the family shortly after the death of Mr. Jim Richardson (1906-1991). The next owner couldn't afford to keep up the maintenance of a traditionally built wooden boat.

Several articles in various boating publications described her condition and the basic repairs needed and hoped that someone could be found to purchase and restore her. The purchase price was said to be quite reasonable. The problem was the cost of the restoration after approximately ten years of neglect.

The *Jenny Norman* is a plank-on-frame version of a bugeye with round stern. Mr. Jim Richardson had built it for his own use when he retired. He had originally wanted to build a traditional Chesapeake Bay Sloop as there are none left. He changed his mind and decided to build a bugeye instead. He thought, due to his advancing years, a large gaff sail on a sloop the size he wanted would be too difficult to handle. He opted for a bug-

New stem.



## I Found the *Jenny Norman*

By Greg Grundtisch

eye with two smaller masts and sails and more options for various conditions.

There is a book titled *The Jim Richardson Boat Book*, written by Robert C. Keith and illustrated by Ellen Corddry. The book describes the building and launching of the *Jenny Norman* but it also has questions and answers from interviews Robert Keith had with Mr. Jim.

Anyway, the *Jenny Norman* is in Maine! There they are calling her a bugeye schooner. I would think from the mast location it could be considered a ketch but that's for discussion at another time. She is owned and operated by Captains Mike and Julie Rogers, and Lily the seadog, too. They found her in Cambridge, Maryland, in 1999 while working as crew on *Victory Chimes*, a three masted ram schooner. They eventually purchased her and brought her to Rockland Maine's North End Shipyard to undergo extensive rebuilding.

This included rebuilding the Saab diesel, replacing over half of the frames and

New frames.



planks, new deck, cabins, the stem, and more. The three-year project was completed and Coast Guard certified in July 2003. *Jenny Norman* is presently being sailed as a charter boat, carrying from 2-23 passengers.

Her vital statistics are 49' LOD, beam 14.5' draft 4' 1,200sf sail area, 68' LOA, mast height 56'. Builder: Mr. Jim Richardson of Lloyds, Maryland.

For sailing information on the *Jenny Norman* go to [sailmainebugeye.com](http://sailmainebugeye.com) or (207) 237-4731, Capts. Mike and Julie Rogers, 318 Wottons Mills Rd. Warren, ME 04864.

As a little side note, there is also a skipjack in Rockland, Maine, the *Little Mamie*. She was rebuilt and is owned and operated by author, model maker, and longtime charter boat captain Neil Parker. He can be contacted at [schooneryacht.com](http://schooneryacht.com).

For the Richardson Maritime Museum go to [info@richardsonmuseum.org](mailto:info@richardsonmuseum.org) or (410) 221-1871.

The *Richardson Boat Book* can be purchased from most online sellers or through the museum. It is a very nice little museum in a converted bank building in beautiful downtown Cambridge, Maryland. There are lots of artifacts of the past fisheries industry of the bay, some small boats, lots of models, a gift shop, and a staff of volunteers who are most informative and helpful.

New planking.







New deck beams.



New deck.



New deckhouse.



Ready to rig.

**MARLINESPIKE.COM**

Functional and decorative knotwork and rigging. Custom orders welcome.

Specializing in:  
bell ropes  
beckets  
mats  
deck lines  
fenders.

online at [www.marlinespike.com](http://www.marlinespike.com)

P.O. Box 201, Potsdam, NY 13676  
(315)212-4875

**KLEPPER**  
FOLDING KAYAKS  
[www.klepperwest.com](http://www.klepperwest.com)

We Specialize Exclusively in Folding Kayaks


Klepper West  
6155 Mt. Aukum Rd.  
Somerset, CA 95684-0130

Factory Direct  
**BEST PRICES**  
Toll Free: 888-692-8092

**GEODESIC** Designs by Platt Monfort

**STUDY PLANS BOOK \$4.95**  
**INSTRUCTIONAL VIDEO \$19.95**  
**NOW ON DVD ALSO**

Monford Associates  
50 Haskell Rd. MA, Westport, ME 04578  
(207) 882-5504  
<gaboats.com>

**NEW**  **USED**

**KAYAKS**  
Boréal Design  
Wilderness Systems—Old Town  
Necky—Ocean—Perception—Liquid Logic

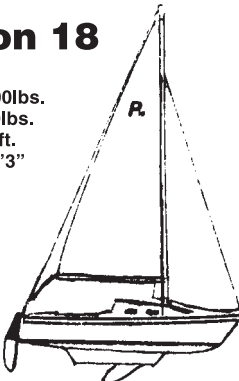
**CANOES**  
Ranger—Old Town—Radisson  
Hundreds on Display

**FERNALD'S**  
On the River Parker  
Rt. 1A, Newbury, MA 01951  
(978) 465-0312

**Precision 18**

Displacement 1100lbs.  
Ballast, Lead, 350lbs.  
Sail Area 145 sq. ft.  
Draft, Bd. Down 4'3"  
Draft, Bd. Up 1'6"  
LOA 17'5"  
LWL 15'5"  
Beam 7'5"

15° C.B.  
16- B.K.  
18' - 21' - 23'





**FERNALD'S MARINE**  
291 High Rd., Newbury, MA 01951  
(978) 465-0312

**KayakCraft**  
by Ted Moores

Learn from a master! Ted Moores has been building and teaching in the art of strip-construction for years. The book includes four Steve Killing designed kayaks. It's packed with Ted's tips and techniques, so results will be great.

185 pgs., softcover  
\$19.95 + \$4.50 postage  
The WoodenBoat Store  
P.O. Box 78  
Brooklin, ME 04616  
[www.woodenboatstore.com](http://www.woodenboatstore.com)  
Call toll free 1-800-273-7447





A Bugeye is a very large double ended log canoe. Well, it is more of a log(s) canoe. That is, there are nine logs, drift bolted together, shaped with adzes and axes to the basic hull shape, then framed and some additional fore and aft planking is added as well as a stem and stern post.

One of the last remaining log bugeyes is the *Edna E. Lockwood*. She has been owned and maintained by the Chesapeake Bay Maritime Museum in St. Michaels, Maryland, since she was donated in 1973 by John R. Kimberly. She worked the bay oystering up until 1967. She was built in 1889 on Tilghman Island, Maryland, by John B. Harrison when he was 24 years old. The *Lockwood* was the seventh of 18 bugeyes that he built, along with several other log canoes.

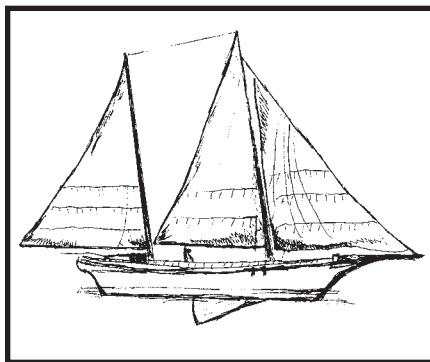
The logs of the *Lockwood* are pine and she has a very sharp stern. A patent stern (a rectangular decking around the aft quarter) was added to allow more workspace aft for the push boat. The later versions of bugeyes were plank on frame with a rounded or rectangular transom. All have centerboards.

Bugeyes were used for "drudging" oysters and for carrying freight and produce in the off-season. The term bugeye seems to have evolved from the word "buckie," a Scottish word for oyster or oyster shell. Some on Maryland's rural eastern shore still refer to them as "Buckeyes" and will correct you for calling them bugeye.

One of the last bugeyes to be built was Mr. Jim Richardson's *Jenny Norman*. "Mr. Jim," as he was commonly known (1906-1991) had been building on the Chesapeake

## What the Heck Is A Bugeye?

By Greg Grundtisch



since he was old enough to hold the tools. He is also known for his work in helping to keep several historically significant vessels afloat, including the last Chesapeake sloop (not a skipjack).

He brought the gunboat *Philadelphia* (sunk by the British in October 1776) to the Smithsonian from Lake Champlain. She was raised in 1935. Mr. Jim also worked on the *Constellation* in Baltimore Harbor, built the replica of the *Dove* in 1978, and *Adventurer* (Lord Ashley's trading ketch of 1600), among many other vessels. He did all that

during his 'retirement' as well as working on his bugeye, the *Jenny Norman*.

When Mr. Jim died in 1991 his boat was sold off and went into disrepair for years. Several articles were written about her decline and what would become of her. There were other stories about potential buyers but the mounting costs for restoration made it prohibitive for most. She was seemingly lost for years, at least to me and the folks I would ask over the years. But I finally found her, thanks to a very kind and informative volunteer at the Richardson Museum in Cambridge, Maryland. More on this later.

There is some debate as to what a true bugeye is, such as a hard chined skipjack type hulls, with a bugeye rig. This would not be a bugeye but a three sail bateau. Also, often discussed is the rig itself. Is it jib headed main and fore or is it leg o' mutton? Some also debate over whether it is a ketch or schooner rig.

This is the sort of thing that never seems to be completely answered to anyone's satisfaction and makes for fine conversations (debates?) with those who are obsessed with having the exact answers to, likely as not, unknowable information. I will spare you my opinion no matter how correct I may be.

To find out more about bugeyes and other log built boats you can contact the Chesapeake Bay Maritime Museum at cbmm.org. A good book about Chesapeake Bay craft of all kinds is entitled *A Heritage In Wood*, edited by Pete Leshner and Richard Dodds. The Richardson Museum's web site is richardsonmuseum.org. Happy sails.

Gaff schooner rig at Chesapeake Maritime Museum.

The "Patent Stern" that allowed for more workspace aft.



### The Beauty of Bronze & Racing Oarlock Performance

Rowers who take pride in their boat and their oar handling will love using these beautiful oarlocks designed by Doug Martin, boat designer & sculptor. Used with D shaft oars or sleeves on round shafts, they give perfect 6 degree pitch on the stroke and the recovery.

**Cast from "424" manganese bronze  
Standard 1/2" Shafts \$50 pr.**

Rowing Sport (978) 356-3623

[www.douglasoarlock.rowingsport.com](http://www.douglasoarlock.rowingsport.com)





# My New Mark V 28 Design

By Mark Van Abbema

I built the original Mark V 39 six years ago and I have sold over 60 sets of plans for it. It has cruised over 10,000 miles and I have lived on it since it was launched. I know of at least two others that have been built. There may be more but I haven't seen pictures. The most common request from potential plans buyers was for a smaller, trailerable version. I have just completed the plans for one, the Mark V 28.

I chose the V-bottom instead of the flat bottom that was on the Mark V 39. The V-bottomed hull will go into a head sea a lot more smoothly and won't pound much. The Mark V 39 was a big enough boat that the pounding wasn't too bad when in small lakes and rivers but a smaller boat would be quite a bit more uncomfortable. I also think that the V-bottom shape would be easier to line up on the trailer. It is not much more difficult to build than a flat-bottomed hull.

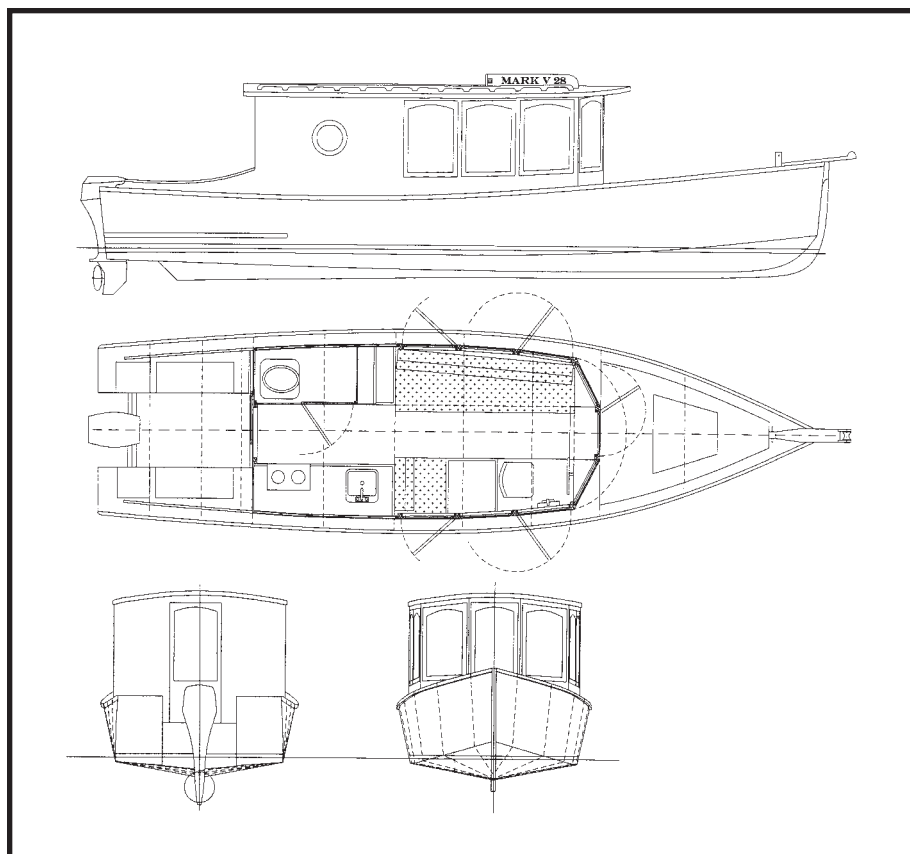
The layout is very pleasant to use, just walk through the cabin to get from the forward cockpit to the aft cockpit. Anchoring is a breeze since the anchor is just a few steps from the helm. The forward side windows hinge back against the cabin side, one can hang out the window while docking or going through locks, making single handing easy.

Loaded displacement is about 4,000lbs, with a 3,000lb empty weight, making it relatively light for trailering. Beam is 7½' and the hull draft is only 14".

It is not designed as a go-fast boat. It should cruise at 6-7kts with a 10hp outboard and 14-15kts with 50hp. I wouldn't recommend anything bigger than 50hp.

The bottom is straight section V-bottom, which I think is the best shape for moderate speeds. It won't pound much and doesn't throw much spray. Since the forward part of the bottom has a lot of twist, it has to be laminated from narrow strips of ½" plywood. It is not too much extra work since gluing smaller pieces is actually easier than laminating full sheets.

There is a full 6'5" headroom in the cabin, but if more is desired the cabin roof



can be built a few inches higher. The cabin interior is 13' long. Forward to port there is a couch that folds out to a double berth with a hanging locker and bookshelves behind it. On the starboard side there is a swivel office chair mounted on a raised platform that can be used as a helm seat or swung around and be facing the dining table. Aft of the table is a seat with storage underneath. Aft is a stand-up head with shower to port and a good-sized galley to starboard. There is plenty of light and ventilation with the opening windows.

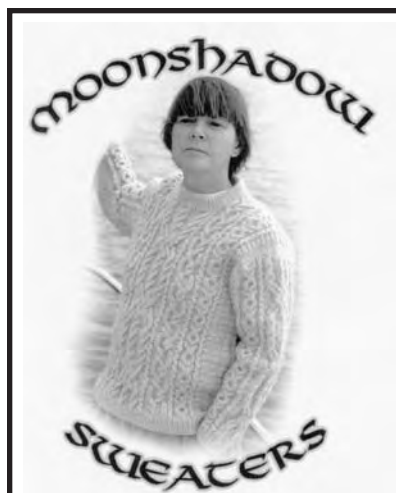
The aft cockpit is self-bailing with two 27gal above deck fuel tanks. There is no way for spilled fuel to get below. There is also a self draining locker for a propane tank.

The self-bailing forward cockpit has a 35gal water tank and lots of bulk storage underneath.

It is relatively easy to build, plywood and epoxy over frames. It is not stitch-and-glue. I think that anything over about 12' is easier to build the conventional way. Lofting is not necessary, all the dimensions of the frames are in the plans. It does have to be built over a strongback, however.

Complete building plans for the Mark V 28 are \$105 from:

Mark V Designs, P.O. Box 101, Boonville, MO 65233, or through my web site with Visa or MasterCard. <http://markvdesigns.com>



UNIQUE ARAN, CELTIC, AND GUERNSEY SWEATERS HAND KNIT FROM NATURAL, UNDYED WOOD SPUN IN MAINE.

THE YARN IN THESE SWEATERS IS SPUN AT BARTLETT YARDS ON A SPINNING MULE SYSTEM CREATED NEARLY 200 YEARS AGO. SINCE IT RETAINS ITS NATURAL LANOLIN, IT IS WATER RESISTANT.

BEAUTIFUL, RUGGED, AND STRIKING, THESE SWEATERS WILL KEEP YOU WARM AT WORK OR PLAY.

FOR SAMPLE PHOTOS VISIT US AT OUR WEB SITE OR E-MAIL FOR INFORMATION.

[www.sv-moonshadow.com](http://www.sv-moonshadow.com)  
[sweaters@sv-moonshadow.com](mailto:sweaters@sv-moonshadow.com)



**Ring in gold and platinum  
Handcrafted in Maine  
800-735-2058**

**[www.davidvirtue.com](http://www.davidvirtue.com)  
Free color brochure**





It's time for an update on the Crablaw Cat. Looking back in my files I see that it has been 8½ years since this design was started. In my defense, I have to explain that most of my time is spent on the mainstay of the Shell Boats business: kits and finished monohull sailboats. The Crab has changed so much that it's a stretch to call it the same boat but, because of the evolutionary nature of the process, I will. What started as a 17', 600lb, open day sailer with two crabclaw sails has become a 21', 1,200lb cruiser with a crabclaw main and a leg-o-mutton mizzen.

Testing the potential of the crabclaw sail was a major impetus for starting this project. It has proved itself in being able to power the boat very well with a minimum of overturning moment. From the beginning there was the requirement that the boat be legally (and easily) trailerable. This means a beam of not more than 8'6". The crabclaw sail's high power to area ratio and low center of effort makes this possible. The mizzen was changed to a leg-o-mutton to improve tacking and self steering. The crabclaw sail does not do a good job of steering a boat. A lightweight catamaran like the Crab needs all the help it can get to tack reliably. With the leg-o-mutton mizzen the Crab self-steers very well. To me self-steering is a must have feature in a small cruiser.

A rough chronology of the Crabs evolution will show how problems were responded to and opportunities for improvement were used to produce what I am tempted to call a finished design.



## The Evolution of a Cat

By Fred Shell, Shell Boats

A model was built and test sailed in the pond behind my shop in the fall of 1998. Dimensions were taken from this model and the first Crab was built over the winter and launched the next spring. The model was followed closely except that the sails were done as true crabclaws. The boat was sailed extensively over the summer of 1999.



The Crab was really great for laid back sailing but I soon realized how nice it would be to have some shade. I like to spend a lot of time sailing and being a fair skinned person, the sun is not my best friend. In 2000 the rear half of the roughly 8' x 8' deck area was covered with a hard top canopy. Since this

canopy was strong enough to climb onto and lay on, it actually increased the useable deck space by 50% and provided a great place from which to dive.



In 2001 the next major change was made to reduce the tendency of the V-shaped hulls to hobby horse. Not having a lot of buoyancy in their ends they had little resistance to digging in once the boat started rocking fore and aft. To combat this, 12" of length was added to the aft end of each hull. This was done with flat bottom sections that blended into the V-shape of the hulls. This was quite effective and in the process added some carrying capacity to the Crab. It was now 18' long.

With the canopy and the extra capacity it wasn't too long before I started thinking about the potential of the boat as a small cruiser. Sliding acrylic windows soon were added to close off the sides and rear of what now could be called a cabin. The front could be closed with sliding doors or a roll down cover, which also covered the front half of the deck. All of these could easily be removed, bringing the boat back to its day sailer origin.

By 2002 I decided that, as great as the crabclaw sails were, the mizzen would be a more effective control sail as a leg-o-mutton. This change had the added advantage of making the rig easier to set up. When the main sail is lowered it lies down very neatly on the boat and need only be secured. The crabclaw mizzen, on the other hand, dropped down in the water and required unshipping and lash-

ing to the canopy. The new mizzen is set in a reverse tabernacle, folding forward at canopy level. The sail stays on the mast and the boom folds forward also. Now both sails could be raised or lowered in just a couple of minutes.



The other change for 2002 was the addition of "sugar scoops" to the transoms. These are extensions of the hull bottoms and sides, but not the decks. A floor is put in just a little above the water line. This is a lightweight, inexpensive way to increase the waterline length and thus the speed and carrying capacity. They also provide an easy way to get in and out of the water. Now the Crab was 19' long.

By the end of 2002 the first order for the Crab was in! Up to this point I thought that perhaps I was the only one who loved this boat. I should say, I and my family, our Crab had become an indispensable part of our summer fun here on Lake Champlain.

At this point I decided to change the basic construction of the hulls. The V-shape seems simple but it has some drawbacks, both in terms of construction and use. I had previously built a 22' catamaran using hulls that were flat bottomed with hard chines, much like extremely skinny sharpies. This construction proceeds very deliberately and doesn't require any special skills or equipment. The hulls are built right side up in a very simple cradle. The Crab design was changed to accommodate this building method.

As with all my boats, the kit for this first



Crab was prepared by doing a dry fit assembly of the entire boat. When the kit was taken down for shipping, patterns were made for all the pieces. This kit was shipped to Thailand where it was put together and subsequently survived the tsunami!



By 2004 another kit and a finished boat were built with only minor changes in the design. I decided at that point to eliminate the jib. It was seldom used and just seemed like more trouble than it was worth. A few extra square feet were added to the main to make up for it. Without the jib the vertical spar coming off the top of the bipod could be eliminated. This spar needed to be folded for trailering.

Also in 2004 my prototype Crab was sold, allowing me to build a new demonstrator with all the current features. As soon as it was finished it was tested with a six-day trip on the coast of Maine. My son and I lived aboard, anchoring out every night and cooking all our meals on the boat. That was a great trip and the Crab performed wonderfully.

During the summer of 2005, with my Crab only a year old, I decided it would be nice if it was a little bigger boat. With a certain amount of trepidation it was pulled into the shop and cut in half! It was cut just forward of the cabin front. The front section was pulled forward 16" and the gap was filled in with new panels. Now the Crab was 20'4" long. It was much better able to handle the eight to ten people who were often on the boat. The other major change for the year was replacing the tiller assembly with wheel steering.



The beginning of 2006 found me with my saw out again. This time the rear wall of the cabin was cut off and moved aft 22" at the expense of the seldom used rear deck. Last year's work had enlarged the cockpit, now it was the cabin's turn. This change gave us room for an enclosable head/dressing room. It also made it possible for a couple to sleep comfortably in the cabin rather than in the cockpit. Just to round things out the sugar scoops were extended 8". Now the Crab is 21' long and that's final! I think.



A finished Crab of this design was launched in June 2006 and is now plying the waters of Florida. A kit is being prepared for another builder who will use his boat on Flat Head Lake in Montana. All the pieces of this kit will be measured and photographed so that building plans can be drawn which will be suitable for the amateur builder. Plans should be available by midsummer. Perhaps once plans are drawn I will stop messing with the design.



The crabclaw sail has proven to be a great sail for this boat. Its ease of use and low overturning moment make the design work. The low cost of the rig must also be noted.

For a trailerable catamaran this seems to me to be close to the maximum size. This really does seem like a nice size boat, small enough to be used casually yet large enough to be put to some serious use. Of course, if someone wanted to think about a wide load permit boat (10' or 10'6" wide) for occasional short distance trailering, that would be an interesting project, too.

## Specifications

Length: 21'0"  
Beam: 8'4"  
Weight: 1200lbs  
Sail Area: 145sf  
Draft: 16"  
Finished: \$15,000  
Kit: \$8,500  
Trailer: \$975  
Video and photos: \$20

Shell Boats  
561 Polly Hubbard Rd.  
St. Albans, VT 05478  
(802) 524-9654 - [www.shellboats.com](http://www.shellboats.com)



## COMPASS ROSE REVIEW

### "Views and Reviews from the Coast of Maine"

- Boats, books, waterfront life, links
- Entertaining, informative, and free

[www.compassrosereview.blogspot.com](http://www.compassrosereview.blogspot.com)



I have been a sailor since Boy Scouts and bought my first boat at the age of 20, an old wooden Sailfish. I probably should have set the money aside for the next semester's tuition, but at 20 I was impulsive. I fixed that thing up, bought a new sail, and proudly took my girlfriend out on it. After about an hour or so in the water I realized that it was acting more and more like a submarine with a sail. Talk about a leaky boat! I limped along with that boat until I landed a job after college and managed to upgrade to a small fiberglass one-design that didn't leak.

As happens with most of us, I happened to pick up an issue of *WoodenBoat* magazine that had an 18' sharpie on the cover that rocked my world (the same photo that would later be used on *The Sharpie Book* by Reuell Parker). There was something about that two-masted rig that spoke to me. I could envision myself exploring the many nooks and crannies of the Chesapeake in such a boat.

I got in touch with Bill Schwicker, the guy who built this particular boat, to find out if plans existed. They didn't. Not completely deterred, I enlarged the line drawing in the article on the copier and built a small model which still graces a spot on a shelf in my den. I obsessed about that boat for a couple of years but did not have the confidence or knowledge to build something like that from scratch.

In time, *Small Boat Journal* ran an article on building a glued lapstrake skiff that convinced me that I could build a boat. The fiberglass racer was sold and a lovely little boat was built. It came out really nice, too, but turned out to be better for rowing and not real comfortable and too tender for sailing. Being a sailor, I had to have something better.

My 30th birthday was spent at the Calvert Maritime Museum in southern Maryland looking for what I hoped would be my next boat. I had been gaining more knowledge on traditional boats and knew that I wanted something that was indigenous to the Chesapeake Bay. At the end of my visit I stumbled across a small publication in the gift shop that was entitled *Crabbing Skiffs of the Chesapeake Bay* by H.L. Chapelle. The pamphlet was actually a reprint of two articles that were published in *Yachting* magazine in the 1940s. Of the dozen or so line drawings in the pamphlet there was one two-masted skiff called a two-sail bateau that was used on the Choptank River in the early 1900s. That was it, this was my boat!

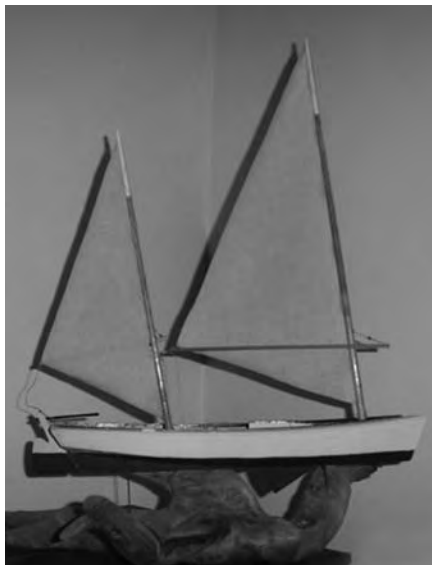
I bought a copy of the scale drawing that Mr. Chapelle made from the Smithsonian Institute for the outrageous price of something like \$3. It was nothing more than a scaled line drawing, no offsets. A model was made to "build" the boat, just on a much smaller scale to gain a little more confidence. The benefit of building the model first is getting some insight on what are going to be some of the more difficult aspects of project without a total commitment to the real job at hand. After the model was built I still found myself saying, "Yeah, this is it!" I put it on the mantle to provide the inspiration to see the project through to completion.

I had a young family and not a lot of disposable income, yet there was never any doubt that this boat was to be built. The winds of fortune began blowing my way. On visits to my parents' house I always had to check out the basement to see what new goodies my father had procured. Dad was the ultimate scrounger. On one visit to the treasure there was a pile of clear, vertical grain red cedar,

## Cinnamon Girl

### A Chesapeake Bay Crabbing Skiff

By Kevin Brennan



more than enough to build the boat. I think I bounded up the stairs two at a time to find out what he was going to do with the wood.

It turned out that he got it from someone who was going to throw it out and naturally he took it off their hands. "Do you want it?" he asked. I can assure you there was no hesitation on my end and the wood was loaded in the car faster than a wind shift on the Chesapeake.

Dad's find took care of my planking needs, now how to get suitable wood for the framing? Well the winds of fate blew once again with a phone call from my brother. A



friend of his had just bought an old farm and the barn was full of junk that was getting tossed into dumpsters to clear it out. In the loft was a large pile of planks that were going to be tossed and if I wanted a chance at them I should get over there ASAP.

I left work and headed up into the country, not knowing what I would find. What was it? Would it be any good? Had termites or beetles gotten to it? My mind was racing. I met him there, climbed up into the loft, and found an ample quantity of 16' rough sawn cherry, maple, walnut, and white oak planks which most likely had been harvested right there off of the farm, for down in the barn was one of those big old belt driven saws powered from a tractor by a large leather belt. This was my version of hitting the lottery.

I already had a large aluminum center-board that was salvaged from a Comet several years before (son of a scrounger!). It was clear now that I was going to be able to build the boat on the cheap. Measurements were taken from the drawing and a preliminary table of offsets was created, the boat lofted, and actual measurements captured and a boat was born. Time to build a boat!

That initial trip to the museum was 14 years ago and suffice it to say the boat was launched about a year afterward and christened *Cinnamon Girl* after the young gal who sailed with me on the Sailfish. It didn't take me long to learn the benefits of the cat-ketch rig. Rigging time at the ramp is minimal. The sails are kept furled around the unstayed masts so all that needs to be done is set the masts, hang the rudder, and into the water she goes. She is the epitome of the mantra "keep it simple."

Anyone who has never sailed a boat with a mizzen doesn't know what they are missing. Haul the mizzen in tight and tie off the tiller and she points into the wind like a weathervane thus allowing one to easily tie in a reef on the main, haul the anchor, go for a swim, whatever. I have sailed the heck out of her and done some camp sailing and she is still in top condition and a joy to own and sail.

Her roots are from the Choptank River, as I mentioned, which got its name for good reason. She handles the waves like a champ and has always brought me home. I'm not going to lie, there have been a couple of hairy moments and I've only put her over once, something about the combination of a cleated mainsheet in gusty conditions and no hand on the mainsheet. I'm pretty sure that is why I capsized, what do you think?

The cross planked bottom was replaced a couple of years ago with  $\frac{3}{8}$ " marine plywood to make her more practical as a dry-sailed boat and she is bone dry now.

I've replaced the mainmast twice, the first time after an encounter with overhead powerlines at the ramp (yikes!). The replacement was too skinny and flexed too much which in turn spoiled the sail shape. The current masts are clear solid fir that I salvaged from the mizzen mast of a large old derelict ketch that met her end during Hurricane Isabel.

I've sailed her for 13 years now and I must say she is one hell of a great boat. But alas, I've had my eye on building something new and have pretty much committed in my mind that I am going to part with her, but every time I walk into the garage and see her I have pangs of doubt. Oh, and that girl who was with me on the Sailfish 25 years ago, she is still by my side, my Cinnamon Girl. Not gonna part with her though!



This rugged and sturdy Maine-made boat is ideal for young adults, men or women, for pleasure or sport or good health. The Wherry is steady and splendid to use by either an individual or a family rowing from dock to a vessel or for camping trips. The boat is well balanced with a deep full length keel so that it tracks through the water with surprising ease.

Workmanship throughout is of traditional yacht high quality standards. All woodwork may be solid mahogany or solid teak, fitted and finished.

The hull is fiberglass hand laid by experienced Maine craftsmen. Flotation is sealed into compartments located in the bow and stern. Each boat has:

- A towing eye
- Two rowing positions with oarlock sockets
- One pair bronze oarlocks
- One pair 7' varnished spruce oars
- Exterior hull color may be Whalebone, Snosquall White, or Forty Fathom Green and interior hull color is Scallop Shell Tan

## Bay of Maine Boats Piscataqua Wherry

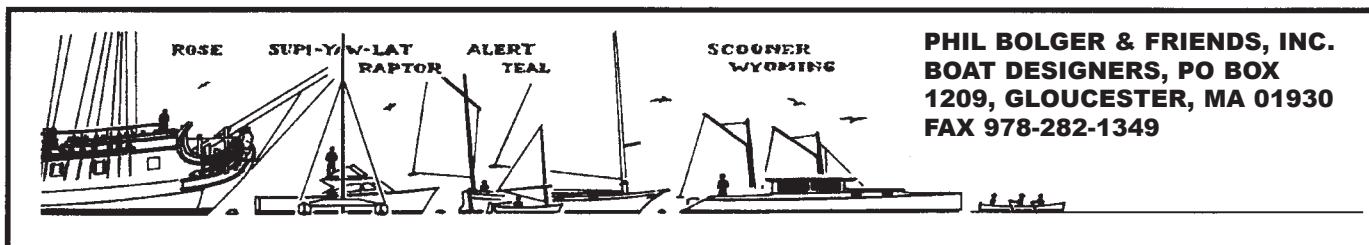
The optional sail rig includes a 3.9oz Dacron sail, a Sitka spruce mast, short board, dagger board, and rudder.

(Bay of Maine Boats can be reached at P.O. Box 631, Kennebunkport, ME 04046, (207) 967-4298)

Details	Row	Sail
Length	14'	14'
Beam	47"	47"
Depth Board Down		2'
Weight	145lbs	155lbs
Capacity	4	4
Sail Area		69sf
Rated HP	2hp	2hp







**PHIL BOLGER & FRIENDS, INC.**  
**BOAT DESIGNERS, PO BOX**  
**1209, GLOUCESTER, MA 01930**  
**FAX 978-282-1349**

We wrote about Peter Ramsey's Camper in the November 1, 2005 issue. The boat was then far along in construction after an interminable construction process involving several interstate moves among other vicissitudes. We waited with intense interest as this design carries on the "Birdwatcher Principle" of a camping cruiser sailed from inside a high transparent raised deck, the buoyancy characteristics of which make the boat self-righting. This design is smaller and lighter than Birdwatcher and was originally designed for a couple who intended to row her four oars for a powerful enough rowing performance to make all the nuisances of a

## Bolger on Design

### Camper

#### A Rowing/Sailing Cruiser

Design #640  
 18'0" x 5'3", 150sf Sail Area

motor unnecessary in many circumstances.

At long last we've heard from the Ramseys that they got her afloat, though as yet without her sailing rig. We expect to hear about her sailing one of these days but we're not nervous about that as she is a quite conservative light sharpie design with a simple but powerful rig and exceptionally efficient live ballast position. She should sail at least as well as Birdwatcher, which is a high standard. We were primarily interested in how well she serves as a cruiser, and on that Peter writes as follows:

"We simply wanted to see how she looks and feels afloat and said to ourselves, 'Let's do it!' The result was a most happy two days and nights afloat. We know now how comfortable and roomy she is (extremely!) and it was most reassuring to see her floating, at least as far as I can tell, right on her lines.

"I rowed solo up and down the little backwater pictured a few times and found her very easy to move and maneuver, especially relaxing when I eased off a bit and let her way carry her along. Not much of a test, I know, but enough to tell us that rowing this boat, whatever else it may be, will be fun. We even went out a bit into the main channel with an eye to beaching on a mudbank but there was too much debris for the oars to work through. To get out from it I had to use one oar as a paddle while I leaned over stand-

ing from the center slot. It was easy to do and she responded readily. It looks as if a push-pole and sculling oar might well be added to her power options."

"As you can see we tied up to a couple of trees and did not use an anchor." (He goes on to discuss various anchoring options which we don't think will present any special problems. We note that he very wisely carries two anchors.

He concludes, "Simply put, we have already found Camper a great boat just to be on, as I think these pictures indicate... As you can see, she does not need to prove her good looks!"

The pictures tell most of the story, keeping in mind that this is a boat 4' beam on the bottom and weighing less than 800lbs all up. The delay in getting the spars raises the question of how good a cruiser she could be as a pure rowing boat. On various lakes and lagoons one might easily have no wish to go further in a day than would be no more than good exercise under oars. I once did a downstream river cruise of 130 miles in a rowing boat nowhere nearly as good as this one, but Camper would be the height of luxury compared with the shore camps on that trip. Sails would not have been very useful on that cruise.

The security of her ability to deal with extremely rough water would suggest exploring some seriously rapid rivers. However, the Ramseys can look forward to some lively sails when they get her rigged, and in strong winds she can cover a lot of water without much stress either physical or mental due to her forgiving stability characteristics. As an uncompromised cruiser under oars or sail, it is clear that the Ramseys are intent on using her as designed.

With the Ramsey's feedback we'll be further improving the design in certain details. Yes, a small outboard will likely hang from future hull. Alternatives to this deep



rudder might be in the cards, perhaps reminiscent of the "Martha Jane" alterations that show two balanced shallow blades near each transom corner, and thus without blade retraction. And there should be flip-up/fold-down detail for the stern rails abaft the

house so that stepping on floats is easier, leaving the corner posts and the connection between them standing as solid partner for the pivoting side rails.

This boat is a very fine job of prototyping a very unorthodox design. The basic hull

is about as simple as a boat can be. But the raised deck, railings, etc., called for careful work indeed and the level of accuracy and finish is high. To our eyes she looks much better afloat than she ever did on paper.

Plans of "Camper," our Design #640, are available for \$150 to build one boat, sent priority mail, rolled in a tube, from Phil Bolger & Friends, P.O. Box 1209, Gloucester, MA 01930.



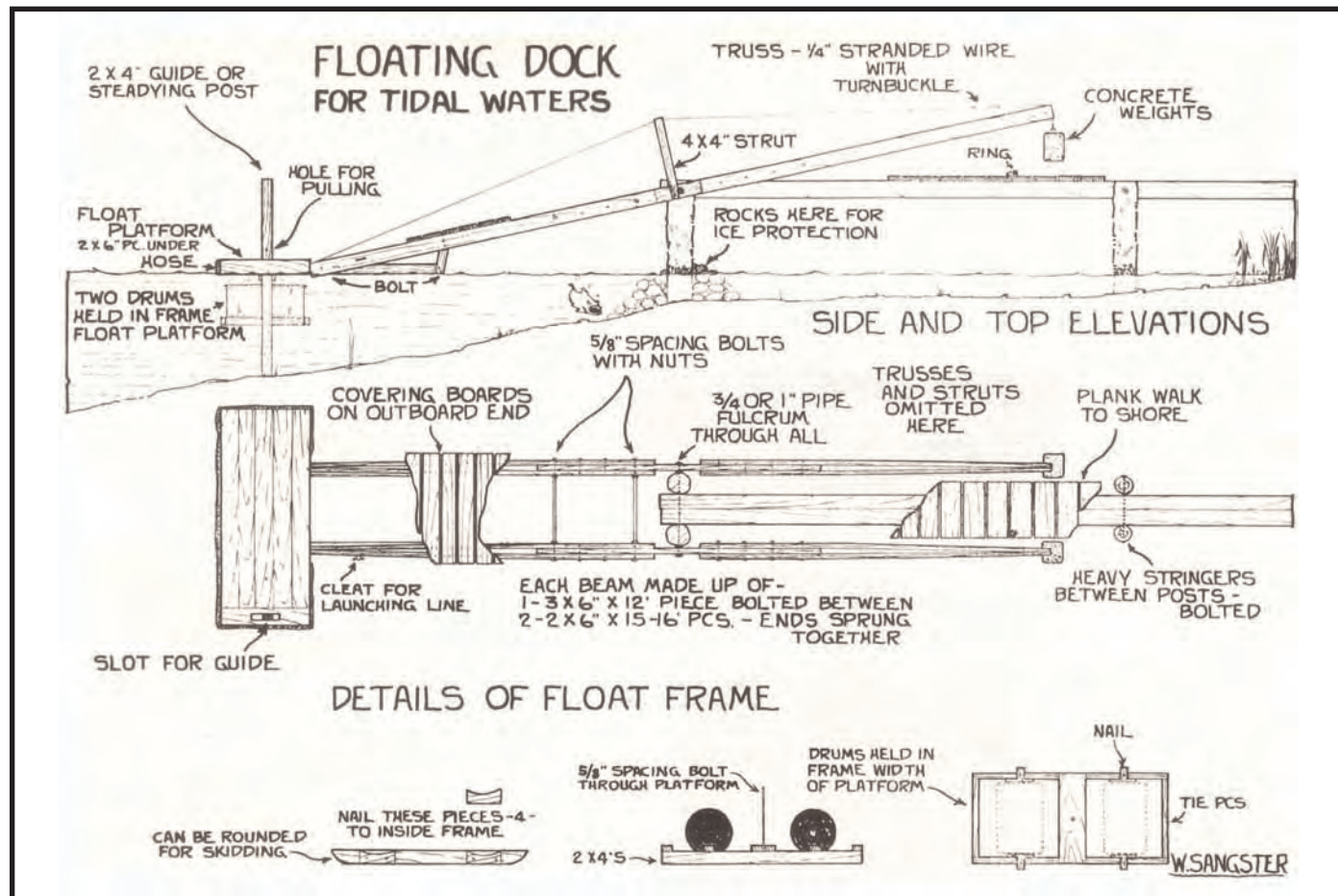
## PADDLES & OARS



Maine Craftsmanship at its finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

**SHAW & TENNEY**

Box 213MB  
Orono, ME 04473  
(207) 866-4867





Sure, God has a plan for each and every one of us. I know that. But, at least in my case, almost every time I try to read ahead, the whole text goes back for rewrite. The year 1969 was just one of those times. The year started out with a diploma from college, no job prospects, and a failed Navy enlistment physical. Can you imagine that? I failed the enlistment physical. The year ended with a wife, a draft notice, AND serial number. You know, "left, right, left, right, left..."

But what I had in mind to tell you about was a sort of silly incident that occurred between the bookends of that end of a decade year, 1969. More like the end of an era, at least for avocado and burnt orange furniture and appliances. What has this got to do with boats? Absolutely nuthin'.

I had borrowed this boat from my uncle. We both lived in a once sleepy little burg

## Boating Really Doesn't Make Sense

### The Bare Facts

By Dan Rogers

north of Seattle known as Lynnwood. FHA was just getting up to speed in turning wood lots, pastures, and "stump ranches" into housing tracts and malls. And, of importance to my story, all the new roads led to the old roads and the old roads still led, one way or another, to the water. Notwithstanding our recent past national flirtation with "Frasier" and the apparently star power of Starbucks, the Puget Sound region is really about WATER. Fresh water, salt water, falling water, swampy water. All of it, cold, colder, and really cold water.

Lately Arizona claims by some measure to be a per capita boating capital, but to my mind the Puget Sound country is the real deal boating capital of the country. Probably of the world, to be modest. As I was saying, I had borrowed this boat from my uncle.

This ex-logger from Oregon, Steve, and I were working that summer as electricians in the not-quite-crashed new house building bonanza then sweeping the area. Still in our boots, heavy overalls, and Levi jackets we hooked up my uncle's 12' aluminum fishing skiff, 10hp Mercury, and 6gal tank, extra gas, fishing poles, bait, and so on, behind my uncle's Ford van. Are you beginning to see a trend here? And we ran down to the launching ramp next to the Edmonds ferry dock. One of those rare, warm, early summer afternoons greeted us.

The Sound runs a couple, three miles wide at this point and connects Olympia, Washington, with Skagway, Alaska, pretty much uninterrupted. The tide, and the wind, goes north, and south, north and south again. Oh, yeah, and that tide ranges from about 8' to over a dozen. And the water, like I was saying, is damn cold winter or summer.

After a little while, with no fish and no lunch either, we got the hot idea that we could beach the boat on a narrow gravel stretch next to a left-over-from-the-'50s coffee shop sitting right down there next to the water (where, I betcha, high rise condos bloom ever higher now). I was still more a product of inland fresh water without tides and such than the coastal, salt water variety of water. Sooo, we pulled this pretty well loaded skiff up maybe 10' from the ripples. I told you, it was a nice day. Light breeze, sunny. And, we went inside the restaurant.

Forty-five minutes or so later we came out to find an empty beach. My uncle's boat was headed north, parallel to the shore, on its way to Alaska. This wasn't good. From Edmonds, several miles to the north, the train tracks run right at the water's edge. Nothing but rocks between the water and the tracks. And, in those days at least, it was uninhabited inland until you got to the cliffs where the rich people lived. We took off, running in our hobnail boots and Levis up the train tracks trying to catch up with a little aluminum boat that looked for all the world like it knew where it was headed.

A couple of times I was even with the boat and, stripped down to skivvies, started to limp barefooted down to the water's edge and realized that the damn thing had moved too far up shore to make it practical. At about

the third of these strip-without-tease acts I realized that the boat was also moving FARTHER AWAY from shore as well as farther north. It was now or never! My companion, Steve, had already told me of being a rather weak swimmer. While we hadn't exactly taken the time to develop a plan, it didn't really sink in (sorry) that he was planning to accompany me out to "rescue" the boat. No, I don't think I had that part.

So I tear off my clothes for a third time, leave 'em in a pile beside the tracks, and limp and skitter down the jagged rip rap to the water. The boat is REALLY getting away now so as I get about knee deep it's time to shove off. Only problem, there's yet another boulder just under the water. "No problem," my inland-bred self says. "I'll just slide over this big smooth rock and be on my way..." Yes, I felt the sting but didn't equate sting to barnacles. Nosirree. Barnacles?

I had worked summers as a waterfront camp counselor and a lifeguard. I was still a pretty strong swimmer. But, damn, that water was CUH-OLD! You know, the kind of cold that pretty much sucks the wind right out of you. Well, there was a boat to rescue. Time to spit some of that salt out of my mouth and get to gettin'. So there I am, churning away with my very best imitation of the Australian crawl, taking a peek with the highside eyeball every now and then to gauge progress and make course corrections. Something told me I wasn't alone in this. Back behind me, about halfway back to the shore was Steve. Still chugging along but obviously getting tired. This is getting complicated.

I do remember yelling something ridiculous like, "Stay right where you are and I'll get the boat and pick you up." Yeah, not exactly what I would have learned in lifeguard school. Anyhow, that's what we did. I caught up with the boat and clambered over the side. That's when the air hit the rows and rows of razor-like cuts. The salt combines with the jaggedy rips each of those little barnacle teeth make to hurt like the fires of, well, you know. So the drill is to compose myself, start the motor, and go get Steve before I have to tell his wife that she won't be needing to pack that lunch box for tomorrow.

At this point the notion of retrieving my clothes from the train tracks is sort of secondary. What I think I need to do is get some fresh water and flush these burning furrows across my chest and legs. To do that we need to get back to civilization. Oh, yeah. Perhaps, if you have swum in cotton briefs on some occasion, you will remember that they don't exactly, always, stay on when you have to chase a boat headed for Alaska. So there we are, two pale white and farm-tanned boys from the northwest. I think we have one pair of skivvies between us and one of us (me) is covered in red stripes (blood).

We land the small aluminum skiff at the closest dock to where we think we'll find a hose. This is, of course, in front of one of those high-end waterfront restaurants, the kind where you can sit over your prime rib and spud-with-everything and watch the boats coming and going from that big, facing guest dock. And wouldn't you know it? We were the only boat coming, or going, at that particular moment.

You know, other than a couple trips to the ER, or that time I ended up quite unexpectedly swinging, naked and upside down, from that halyard in Honolulu... Well, I just had to grin and bare it.

#### KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull  
Traditional looking Yacht Tender  
Specially Designed for Ease of  
Rowing and Minimum Drag When  
Towing  
Row & Sail Models

**BAY of MAINE BOATS**

P.O. Box 631 • Kennebunkport, ME 04046 • 207/967-4298  
43° 20.9'N - 70° 28.7'W

#### How to Build Glued-Lapstrake Wooden Boats

by John Brooks and  
Ruth Ann Hill

You'll understand just  
what you need to do, to  
build a terrific boat. A  
boat that is lightweight,  
forever appealing to the  
eye, a boat that doesn't



leak and doesn't require much upkeep.

288 pgs, hardcover  
\$39.95 + \$5.50 shipping (US)  
The WoodenBoat Store, PO Box 78  
Naskeag Rd, Brooklin ME 04616  
www.woodenboatstore.com  
Toll-Free 1-800-273-7447



"Port your helm," the captain orders. OK? What exactly does he mean, you wonder? The nautical world has a lot of such phrases that can confuse the landlubber (and sometimes those who have been on boats a lot). Once boats were controlled by a tiller (attached to the rudder) and you moved the tiller in the opposite direction from that which you wanted the boat's bow to move. By moving the tiller to port you turned the aft end of the in-water portion of the rudder to starboard and the action of the water flowing past the rudder moved the stern to port and the bow to starboard. So swinging the tiller to port turned the bow of the boat to starboard.

When the steering at the tiller arrangement was modified to use a steering wheel connected with lines to the remains of the tiller, the original configuration was retained to avoid confusion to those involved. It seems that the early experience with the whip staff had been a lesson to all. To turn the ship's wheel to port did the same thing as if the person had moved the tiller to port. The bow went to starboard. Today pleasure craft are rigged so that they "steer" in the same manner as a land vehicle steers. It helps the weekend sailor from turning into something when he wanted to turn away from it.

We take our current steering for granted. You turn the wheel (if your boat has a wheel) and the boat turns in the direction you want. My Sisu 26 has hydraulic steering. My former Sisu 22 had a push-pull arrangement. My father's boats had "wire rope" from the wheel to the rudder (or outboard motor, depending on the boat). One of our sailboats had a wheel geared directly to the tiller while the others had tillers. The nice thing about the wheel is that the helm area can be enclosed to provide protection from the elements to the person at the helm. With almost all tiller arrangements, someone is out there in the elements steering the boat. Of course, the all-out racing sailboats have a perfectly good wheel and still are out in the elements in their foul weather gear because a wheelhouse adds weight and wind resistance (both bad things to racing sailors).

What brings the above to mind is the advertisements and articles in the boating publications about the "all electronic" boat with a joystick for steering (and sometimes throttle control). One of the newer airplanes has an "all electronic" display of the instruments used by pilots. The aircraft and engine instruments are on one screen and the navigational displays are on another screen. Both screens are in front of the pilot where the instruments have been displayed and the electronic display of the instruments are located on the screen in about the same location a pilot would expect to look for them on an older aircraft. The air speed, cum-bank, and altimeter are duplicated with the older instruments. This is a good thing because, in one case, a part of the plane's display controls failed and the whole system went down. The pilot reverted to the "manual" displays and safely landed the airplane.

With the new electronic controls for a boat, one can only wonder at what might happen if a drink gets spilled on the control console or the rain comes pouring in through a damaged window or another part of the steering station. Then there is the humidity of the marine environment that seems to get into everything and corrode connections. If the climate control for the boat goes out and the humidity and temperature rises, what

## From The Lee Rail

By C. Henry Depew

happens to the electronics? Is there a manual back-up for steering and engine control if the connections corrode or a wire breaks?

In fact, do you have a manual back-up for your present steering arrangement and/or engine controls? I saw an outboard coming in off Apalachee Bay with two young men in the stern. They were steering the boat by swinging the rather large outboard motor as the boat came in just above idle speed as the steering system arrangement had failed. When I was younger a lot of the outboards that had been converted to the wheel and line arrangement still had the old tiller/throttle arm attached. If the steering failed, the operator could run the boat from the stern.

Once the "obsolete" tiller/throttle assembly had been removed by the engine manufacturer (putting all the controls at the steering station) some of the "old timers" added a bolt-on temporary tiller to replace the one that had been removed. The temporary tiller was "L" shaped with the short end sliding through two hose clamps on front of the motor. The clamps were tightened down on the metal and the operator had a workable steering replacement if something happened (and it usually did at some point in the early conversions) to the wheel-line arrangement.

The old outboards had everything in the open so if the tiller line system failed one could usually do repairs on the water. The new boats are put together in modules and getting to almost anything is a major job. My father's boats had the steering lines down the starboard side and one could get to everything to check for wear, lubricate the pulleys, adjust the tension on the line, etc. My 16' inboard/outboard had everything "buried" behind the interior shell that was bolted and glued to the hull. One was not able to get to any part of the steering except at the wheel or the stern, and at the stern the arrangement was aft the motor/transmission assembly. Happily I never needed to get to that part of the system, although the hydraulic tilt failed and I had to tie the lower unit up so I could pull the boat and take it to the house to work on the failed part (which was actually accessible!).

On one occasion my Sisu 22's steering assembly separated from the anchor point so there was plenty of right rudder but no left rudder. Of course, this was at night, on a choppy sea, while maneuvering to help a sailboat that had taken the wrong side of a mark and was aground in the troughs (each wave was taking them further onto the shoal). Since I had "volunteered" four people off another sailboat that had just come in from the race, I had enough help to fix things. A flashlight and a wrench was all that was needed to re-anchor the steering long enough to get the threatened boat off the shoal and both boats back to their respective slips. The next day I took everything apart and did a proper repair.

I keep looking into various means to bypass the steering arrangement on my Sisu 26. I have access to the rudder post and should be able to hook up a tiller to the post. The problem is one of room to make such a connection without removing some or all of the hydraulic assembly. On my Sisu 22 the push-pull assembly could be easily disconnected. On the Sisu 26 the hydraulic part is

buried under the cockpit sole and the only part accessible is the attachment to the short tiller arm. If the hydraulic piston is disconnected, how does one attach a replacement steering connection to the tiller arm? There is only so much room to work with and one usually loses the steering in the "dark and stormy night" scenario. Such problems do not seem to happen on a clear day in calm weather.

Corrosion is a continuing problem on boats, hence my concern about an electronic control system. As part of my work on this article I went back and looked at how well earlier cleaning of the tiller connections had held up on my Sisu 26. A question yet to be answered is why a steel set screw is used in the marine environment? At the moment, all comes apart quite nicely, but I am looking for a stainless steel type set screw to replace the one now in use.

When was the last time you looked at your steering assembly, especially in the hull by the rudder post? Could you take things apart on a rocking boat while holding the flashlight in your teeth? It should be noted that while the "flashlight in the mouth" is a standby lighting arrangement, there are some nice, inexpensive alternatives. I have a 12-volt light socket wired to alligator clips to help illuminate things at night. It is all "automotive" stuff, bulb, socket, wire, and clips, but it works. Of course, if the battery is dead, it is back to the flashlight.

### SOLID COMFORT BOATS

Sailing Cruising Canoes  
Sea Touring Kayaks  
Anglers Sampan



#### HUGH HORTON SMALL BOATS

29474 Old North River Rd.  
Mt. Clemens, MI 48045  
(586) 468-6456  
<huhorton@tir.com>

### Handy Billy 21



Quiet, Efficient, Classic, Affordable,  
Now in Fiberglass!!




*"Life's Too Short To Own An Ugly Boat!"*  
**Southport Island Marine**

P.O. Box 320, 648 Hendricks Hill Road, Southport, ME 04576  
Phone: 207-633-6009; www.southportislandmarine.com



**Pert Lowell, Co., Inc.**

**Custom Small Boats**



Builders of the famous Town Class sloop in wood or fiberglass as well as other custom traditional wooden boats since 1934.

**Mast Hoops**


Mast Hoop Fasteners - Sail Hanks - Parrel Beads - Wood Cleats - Wood Shell Blocks - Deadeyes - Bullseyes - Custom Bronze Hardware

**Pert Lowell Co., Inc.**  
Lanes End, Newbury, MA 01950  
(978) 462-7409

# Builders & Restorers

**Reproduction of Charles Lawton  
10' Yacht Tender**

Cedar on Oak  
Designed by Charles Lawton of Marblehead, MA, ca 1980. Built: C. Stickney, Boatbuilders Ltd. 1997



**C. Stickney Boatbuilders Ltd.**  
HC 61 Box 1146, St. George, ME 04857  
(207) 372-8543  
email: woodboats@msn.com  
**Wooden Boat Construction & Repair**

**AREY'S POND**

Cape Cod's  
Sailing Headquarters  
& Wooden Boat Center  
\*Established 1951\*

**Proud Builders of  
Arey's Pond Catboats**



14' Cat - 16' Lynx Cabin  
16' Lynx Open - 16' Launch  
18' Daysailer  
20' Cruising Cat  
21' Launch

Traditional Elegance  
All boats built to the highest standards.  
Hulls are wood or fiberglass with teak or mahogany trim.  
Solid bronze hardware,  
Sitka spruce spars.

Brokerage Boat Sales  
APBY Sailing School  
Mooring Rentals and Storage

Box 222, S. Orleans, MA 02662  
**(508) 255-0994**  
www.areyspondboatyard

**Building Small Boats**  
by Greg Rossell



Traditional lapstrake and plank-on-frame construction methods are featured in this thorough yet reader-friendly book.

278 pgs., hardcover  
\$39.95 + \$5.50 postage  
The WoodenBoat Store  
P.O. Box 78  
Brooklin, ME 04616  
www.woodenboatstore.com  
Call toll free 1-800-273-7447



(607) 547-2658

**Tom Krieg's Boat Shop**  
(At 6 Mile Point on West Lake Rd.)  
P.O. Box 1007  
Cooperstown, NY 13326

**Woodenboat Restoration & Rigging**

**Hansen & Company**  
**Builders of Practical & Impractical Boats**

Gloucester Gull Rowing Dories,  
Kayaks & Other Small Boats

Dennis Hansen 207-594-8073  
P.O. Box 122 dgehansen@verizon.net  
Spruce Head, ME 04859

**WINDEMERE BOATS**



**builder of 12' Ellen  
rowing/sailing dinghy**

132 Duncan Circle  
Beaver, PA 15009

724 775 8972  
bbeglin1@comcast.net  
www.windemereboats.com

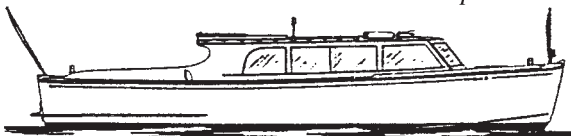
**LABRIE SMALL CRAFT**

213 Mills Road  
Exeter, ME 04435  
(207) 379-2257

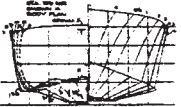
labriesmallcraft.com

Individually crafted  
wooden boats

**Hadden Boat Company**  
*Wooden Boat Construction & Repair*



34' W. Atkin tunnel stern  
Sea Bright Skiff



11 Tibbets Ln., Georgetown, ME 04548 (207) 371-2662



**REDD'S POND BOATWORKS**

Thad Danielson  
1 Norman Street  
Marblehead, MA 01945

thaddanielson@comcast.net 781-631-3443 888-686-3443

**Wooden Boat Building, Classic Designs  
Traditional Construction and Materials**

## WEE PUNKIN



"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions, \$36. SASE for more info.

**GRAND MESA BOATWORKS**  
15654 57-1/2 Rd., Collbran, CO 81624-9778

## Plans & Kits



### FULFILL YOUR DREAM— BUILD A BOAT

Many dream of building a boat...someday. With proven plans & better yet, patterns & kits, Glen-L has just what you are looking for. Don't put your dream off another day. Make *today* your someday... Order our \$9.95 catalog of over 250 designs for sail, power and row by phone or online. Mention this ad and receive a **FREE** article, "Can You Build Your Own Boat?"

**www.Glen-L.com**  
Glen-L Marine Designs  
Box 1804/MA  
Bellflower, CA 90707  
562-630-6258

*Providing plans, patterns & kits for  
amateur boatbuilders since 1953*

*It's Not Just Art, It's a Craft!*  
Unique Wood-Strip  
Performance, Sea Kayaks  
**Kits, Plans &  
Finished Boats**  
Send \$3 for a catalog to:  
Nick Schade  
Guillemot Kayaks  
Apt. M, 824 Thompson St.  
Glastonbury, CT 06033  
ph: 860-659-8847

<http://www.KayakPlans.com/m>



## ATKIN

**NEWLY EXPANDED** Atkin illustrated catalog. Containing more than 300 Atkin designs and new text. Famed Atkin double-enders, traditional offshore and coastal cruising yachts, rowing/sailing dinghies, utilities and houseboats. \$15.00 U.S. and Canada (post paid) and \$22.00 U.S. overseas airmail. Payment: U.S. dollars payable through a U.S. bank.

**ATKIN DESIGNS**  
P.O. Box 3005M, Noroton, CT 06820  
apatkin@aol.com  
[www.atkinboatplans.com](http://www.atkinboatplans.com)



## SWIFTY 12

A light-weight, sturdy wooden beauty anyone can build from our pre-assembled kit. Price, including sail, \$1175. Catalog of 13 kit designs handcrafted in Vermont, \$5. Demonstration video, \$23, VHS or DVD.



### SHELL BOATS

561 Polly Hubbard Rd., St. Albans, VT 05478  
(802) 524-9645  
[www.shellboats.com](http://www.shellboats.com)

## Robb White & Sons Sport Boat

Handy, pretty, proven 16'x43" strip planked skiff will plane two adults with 4hp. Full size mold patterns, complete instructions. \$75 Photos & specs at [www.robbwhite.com](http://www.robbwhite.com).

**Robb White & Sons**  
P.O. Box 561, Thomasville, GA 31799



## Two Boats You Can Build For Electric Power



### 16' Sharpie Easy to Build, Fun to Use

We have a complete set of plans available for this terrific sharpie that was featured in the March/April 1999 issue of *Boatbuilder* magazine. It is 16' long and can be built from four sheets of plywood and some 1x2 pine. A few weekends will have it ready to go into the water. This boat can be built easily by someone with a moderate skill level and some basic tools. Plans \$35 (MI residents add 6% sales tax).



### 15'4" Smoothie

Building this boat requires a moderate skill level and more time than the Sharpie but is well worth the effort. Plans \$50 (MI residents add 6% sales tax).

### Brothers Boatworks LLC Custom Electric Boats Yacht Tenders, Plans

26980 Lake Dr., Lawton, MI 49065  
(269) 624-7173  
[brothers-boatworks.com](http://brothers-boatworks.com)

### WESTON FARMER BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

**WESTON FARMER ASSOCIATES**  
7034-D Hwy. 291, Tum Tum, WA 99034



# DUCKWORKS BOAT BUILDERS SUPPLY



- plans
- hardware
- custom sails
- epoxy/supplies
- sailmaking supplies
- tools and MORE

**low prices, fast service**

[www.duckworksbbbs.com](http://www.duckworksbbbs.com)



- Canoe and Kayak Designs.
- Designs for new or experienced builders.
- Build from plans or complete kits.
- **Free** online tech support & tutorials.

P.O. Box 8721  
Greensboro, NC 27410  
336-580-2252

Catalog:  
- Printed - \$2 plus S.A.S.E  
- Sent by e-mail - Free

[www.jemwatercraft.com](http://www.jemwatercraft.com)



## Bobcat 12'3" x 6'0"

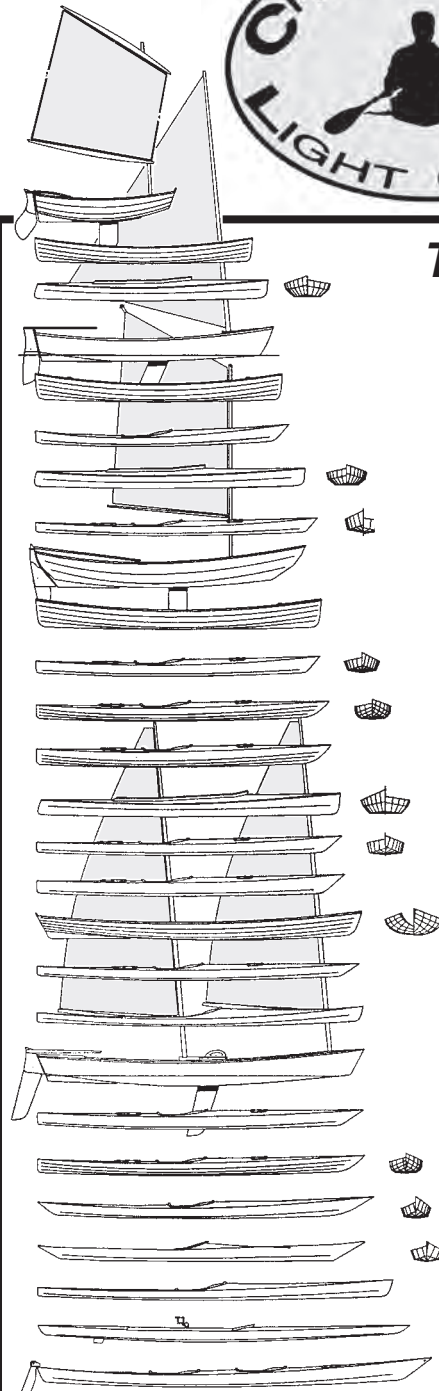
Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic catboat that puts the charm and performance of this famous type within the reach of home builders with a minimum investment in time and money.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$40 ☐ Study plan packet for Bobcat and 36 other easy-to-build Instant Boats for \$5

BOOKS: ☐ Instant Boats, \$16 ☐ Build the New Instant Boats, \$19.95 ☐ How to Build Your Own Boat, \$20 ☐ Build the Instant Catboat, \$12.95 ☐ How to Build the Gloucester Light Dory, \$7.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 ☐ Boat Modeling with Dynamite Payson, \$19.95 ☐ Bolger's 103 Small Boat Rigs, \$28.95 ☐ Boat Modeling the Easy Way, \$19.95 Add \$1 S&H

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**Harold H. Payson & Co.**  
Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858  
207-594-7587



**The Best  
Boats  
You Can  
Build.**

**For a free catalog of boat kits, plans, and  
boatbuilding materials, contact:**

**Chesapeake Light Craft**

**1805 George Ave. Annapolis, MD 21401  
410 267 0137**

**info@clcboats.com**

**www.clcboats.com**

## Wood Canoe Hardware



### CANOE HARDWARE

1/2", 11/16", 7/8" Canoe Tacks; 3/8" Oval Brass Stem Bands; Clenching Irons; 3/16" Bronze Carriage Bolts; Canoe Plans; Clear White Cedar. Price List Available.

### NORTHWOODS CANOE SHOP

Ph: (888) 564-1020  
Fax: (207) 564-3667  
Web: www.woodencanoes.com

## Supplies

### GAMBELL & HUNTER SAILMAKERS



16 Limerock St., Camden, ME 04843  
(207) 236-3561  
www.gambellandhunter.net

### CUT COPPER CLENCH NAILS

Pure half hard hand drawn copper made on old Atlas company machines.  
3 diameters: 1/16", 3/32", 1/8"  
11 sizes: 3/4" to 1-3/8"

For sample packet & information send \$3  
To order call 603-433-1114 or write

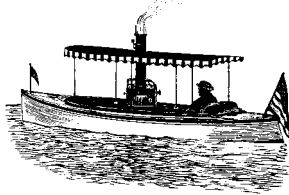
**STRAWBERRY BANK MUSEUM**  
P.O. Box 300, Portsmouth, NH 03802

### ATLANTIC WHITE CEDAR

Boat grade rough sawn flitches in stock.  
Most are 16' long 4/4 to 8/4 thick.  
New supply ready to ship.  
Call or write for info.

### J.D. ENGLAND CO.

1780 Remlik Dr., Urbanna, VA 23175  
(804) 758-2721



### Boaters' Cards and Stationery

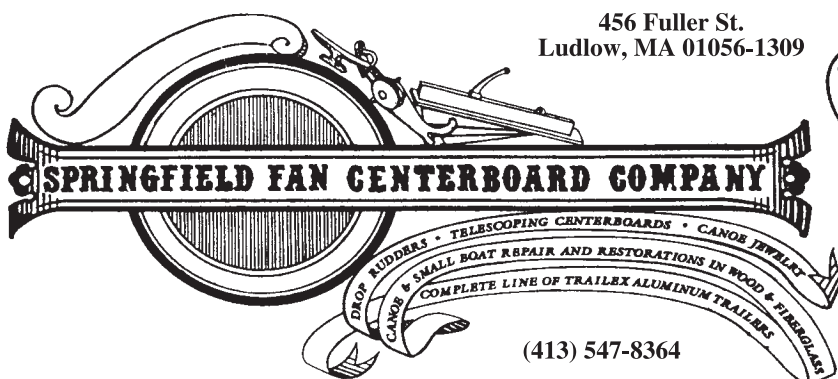
Business card size with a wood engraving of your boat printed on the front. Your contact info on the back.

See web page - [www.ironworksgraphics.com/iwgstationery.html](http://www.ironworksgraphics.com/iwgstationery.html)

### Drawing/Notecards of Your Boat

A pencil drawing of your boat, suitable for framing, and 50 notecards with the drawing. Makes a great gift! ~\$150  
See web page - [www.ironworksgraphics.com/boatdrawings.html](http://www.ironworksgraphics.com/boatdrawings.html)

L.S. Baldwin Box 884 Killingworth, CT 06419



456 Fuller St.  
Ludlow, MA 01056-1309

(413) 547-8364



### RAKA EPOXY & FIBERGLASS

We have several types of epoxy resins with different mix ratios for coating, gluing, and composite construction. Our large fiberglass inventory includes many weights of standard woven materials as well as a good selection of biaxials and triaxials. Carbon and kevlar fabrics are also available. We offer the lowest prices and same day UPS shipping. Our normal store hours are from 9am to 5pm Monday to Friday. Write or call us or see our internet site for complete info and prices.

### RAKA Marine

3490 Oleander Ave., Ft. Pierce, FL 34982-6571  
Ph. (772) 489-4070 — Fax (772) 461-2070  
[www.raka.com](http://www.raka.com)

### MAINE COAST LUMBER, INC.

17 White Birch Lane  
York, ME 03909  
(207) 363-7426  
(800) 899-1664  
Fax (207) 363-8650  
M-F 7am-5pm



4 Warren Ave.  
Westbrook, ME 04902  
(207) 856-6015  
(877) 408-4751  
Fax (207) 856-6971  
M-F 7:30am-4:30pm  
Saturday 8am-12pm

HARDWOOD LUMBER • SOFTWOOD LUMBER •  
HARDWOOD PLYWOODS • MELAMINE • MDF •  
MARINE PLYWOODS • MDO • PARTICLE BOARD •  
SLATWALL • LAMINATE • EDGE BANDING • VENEER •  
HARDWOOD MOLDINGS • CUSTOM MILLING

We Deliver  
ME, NH, VT, MA, RI

[www.maine coastlumber.com](http://www.maine coastlumber.com)  
email: [info@mainecoastlumber.com](mailto:info@mainecoastlumber.com)

Visa  
MasterCard  
We ship UPS

### Small-Craft & Cruising Sails

Bermudan, gaff, gunter, lug, sprit, etc.  
for skiffs or schooners

Aerodynamic designs in  
white, cream, tanbark and  
Oceanus

Photos, quotes at  
[www.dabblersails.com](http://www.dabblersails.com)

e-mail - [dab@crosslink.net](mailto:dab@crosslink.net)  
ph/fax 804-580-8723  
or write us at PO Box 235  
Wicomico Church, VA 22579

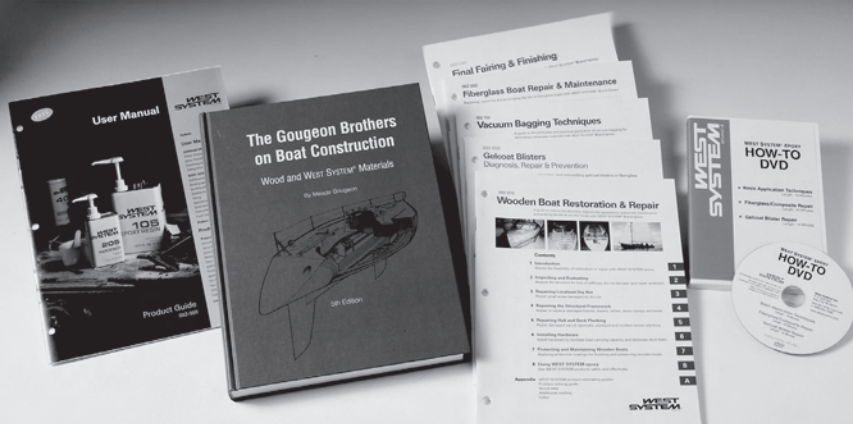


Stuart K. Hopkins, sole prop



# treat yourself to knowledge

epoxy instructions from the original Glues Brothers



#### User Manual & Product Guide

If you know nothing about epoxy, start here. Easy-to-follow guide provides basic information on using WEST SYSTEM products. Covers safety, surface preparation, bonding, coating, fairing, applying fiberglass cloth and more. Softcover.

#### Repair Manuals

Final Fairing & Finishing, Fiberglass Boat Repair & Maintenance, Vacuum Bagging Techniques, Gelcoat Blisters, and Wooden Boat Restoration & Repair. These manuals guide you through a variety of professional level repairs, renovations, and construction techniques. Softcover.

The Gougeon Brothers on Boat Construction, 5th Edition  
Thirty-five years of boatbuilding innovation and experience are detailed in the 5th Edition of this classic on Wood and WEST SYSTEM Materials. This newly revised, expanded and updated edition includes discussions on the fundamentals of wood/epoxy composite construction, core boatbuilding techniques, hull construction methods, and an extensive chapter on hardware bonding. Hardcover, 406 pages.

#### NEW

WEST SYSTEM Epoxy How-To DVD  
A compilation of our three instructional videos demonstrating basic handling and advanced epoxy repair techniques for fiberglass boats. Topics covered include Basic Application Techniques, Fiberglass Repair with WEST SYSTEM, and Gelcoat Blister repair. DVD 59 minutes.

Available at your local WEST SYSTEM Dealer,  
WestSystem.Info, or call us toll free at 866-937-8797

West System Inc., PO Box 665, Bay City, MI 48707-0665  
WestSystem.com



#### OARSMAN MARINE TALLOW

Traditional Oar Leather

& Oarlock Lubricant

¼ pint & ½ pint sizes

"Why settle for second best?"

Swanson Boat Company

420 Broad St., Windsor, CT 06095

Phone: 860-299-6502

E-Mail: Rodger Swanson412@comcast.net

R.C. Swanson, Proprietor

## Boatbuilding Supplies

STRIP • STITCH & GLUE • PLYWOOD & FIBERGLASS CONSTRUCTION

### SYSTEMTHREE EPOXY RESIN

Simple 2:1 mix ratio • Available in 1.5 qt.-15 gal. units  
Fast, med, slow hardeners for use in temperatures as low as 35°F

3 Gal. Unit \$197.00

FIBERGLASS CLOTH • TAPES • MATS • ROVINGS • KNITS

- **REICHOLD** Polyester Resins (gals, pails, drums)
- **NESTE** GelCoats
- Sikaflex Urethane Sealants
- Gloucester Marine Paints (40-50% discount)
- 2 part Urethane Pour Foam



Microballoons • Silica Powder • Wood Flour Pigments • Milled & Chop Fibers • Squeegees Syringes • Brushes • Rollers • Paper Pots • Gloves Coveralls • And More

**LOW PRICES ON:** Silicon Bronze Wood Screws Nails & Stainless Fasteners

Top Quality Products • Competitive Prices • Fast Knowledgeable Service  
All items in stock and ready for immediate shipment.

## MERTON'S FIBERGLASS SUPPLY

SUPPLYING QUALITY MATERIALS TO BOAT OWNERS, HULL FINISHERS AND BOATYARDS FOR OVER 20 YEARS.

P.O. Box 399, E. Longmeadow, MA 01028  
Fax (413) 736-3182 - www.mertons.com

Free Catalog! **800-333-0314**

## Quality Cedar Strips MAS Epoxy Supplies • Tools



CANOE, KAYAK & ROWING BOAT KITS

the **NEWFOUND WOODWORKS inc.**

603-744-6872

www.newfound.com



## PolySail International

### WHITE POLYTARP SAILS & SAIL KITS

22 SUNBLEST COURT  
FISHERS, IN 46038-1175

PH: 317-915-1454

EMAIL: POLYSAIL@AOL.COM

WEB SITE: WWW.POLYSAIL.COM

## Atlantic White Cedar

Custom cut to your specifications from our own logs which we bring up from Florida. Lengths up to 24'.

Cypress and other species available upon request.

### Woodcraft Productions Ltd.

P.O. Box 17307

Smithfield, RI 02917-0704

Tel (401) 232-2372 • Fax (401) 232-1029

# Classified Marketplace

## BOATS FOR SALE



**Cruising Whitehall**, 16'7"x3'0". Open Water Guideboat, 15'6"x3'6". Catboat Hull, 11'4"x5'0", modified Witholtz design. The cruising Whitehall & Open Water Guideboat are both computer designed for optimum long range rowing performance using Pro Surf & Kaper Velocity Prediction Programs. Both were professionally built of bi-directional aerospace glass & carbon fiber in '06 as 100% functional prototypes for the production hi-tech models built by API Boatbuilding in Daytona Beach, FL. Both are beautifully finished & ready to row. The '07 ultra lightweight production versions of these prototypes cost \$3,100 ea. The Cruising Whitehall (pictured) weighs 59lbs. \$2,400. The Open Water Guideboat weighs 64lbs. \$2,400. The Catboat Hull is professionally built w/C-Flex & weighs approx 175lbs. It nds minimal work to be water ready. \$800.  
JAY LUDVIGH, Deland, FL, (386) 734-7129 eves, 6-9pm EST (22)



**Cat Schooner Cargo Vessel Replica**, 16' x 5'8" x 16" very heavily built. Flat bottom, leeboards, ob motor bracket. Sails well off the wind, very cute, stable, slow! Built to copy a type of vessel used for carrying firewood from St. John NB for lime kilns in Rockland ME. Located at Bass Harbor, ME.  
JOHN MACDUFFIE, P.O. Box 176, Bernard, ME 04612, (207) 244-0259, redhousemaine@adelphia.net (23)

**Houdini**, John Welsford designed, merenti marine ply on white ash frames, epoxy encapsulated inside and out. 13.5' loa x 5'10" beam. Exc shape, new dacron sail, galv trlr (w/spare tire), cockpit boom tent. Located in Eastern Ontario. Asking \$5,000 (USD).  
BURTON BLAIS, (613) 989-3517 (eves), (613) 759-1267 (days), bblais@mondenet.com <mailto:bblais@mondenet.com> or bblais@inspection.gc.ca <mailto:bblais@inspection.gc.ca> (23)

**Freedom 21 Sloop**, 2½' draft, legs for beaching. Fixed keel, carbon fiber mast, '92 5hp Evinrude. \$2,100.  
W. MURPHY, 60 Green Rd., Kingston, NH, (603) 642-7489 (23)

**'75 O'Day 20**, perf cond. New running rigging; Harken main sheeting. Pale blue. New ob bracket. Transom hung swim ladder. 14" draft, board up. FG board. \$2,500.  
BURKE LIBURT, Orient, NY. (631) 323-8012, burkexrds@optonline.net (23)

## CLASSIFIED ADVERTISING INFORMATION

Classified ads are FREE TO SUBSCRIBERS for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at 25¢ per word per issue. To assure accuracy, please type or print your ad copy clearly.

Mail to *Boats*, 29 Burley St., Wenham, MA 01984, or e-mail to [officesupport@comcast.net](mailto:officesupport@comcast.net). No telephone ads please.

**Lapstrake Canoe**, model Charlotte, 11'6", 25lbs, mahogany gunwales & seat. Shaw & Tenney double paddle, ash. Built by Tom Hill, author of *Ultra Light Boatbuilding*. Both in new cond, just not getting used. Price reduced to \$1,200. To build new \$3,500. Located near St. Augustine, FL.  
ANTHONY FIORE, Palm Coast, FL, (386) 446-5519, [tnfiore@cfl.rr.com](mailto:tnfiore@cfl.rr.com) (23)

**18' Trimaran**, made by Seabird Boats. Trailerable, exc cond. \$7,000. Islamorada, FL Keys.  
JERRY HUTTON, Boynton Beach, FL, (305) 664-2744 (23)

**'93 MacGregor 19' Powersailer**, w/40hp Tohatsu, orig manuals, sails, trlr, etc. Exc cond. Private head. See <http://www.ablboats.com/details.asp?ListingID=76263> for pictures & details. \$10,000.  
ROGER MONCRIEF, FL, [grafxman@indrev.com](mailto:grafxman@indrev.com) (23)

**12'8" Catspaw Dinghy**, color photo of this great little sailboat can be seen on page 95 in *WoodenBoat* #110. Now more than halfway through compl restoration. Compl w/sailing gear, oars & galv trlr. A classic that needs your attention. \$2,200.  
THE SCOW SCHOONER PROJECT, Anahuac, TX, (409) 267-4402, [scowschooner@earthlink.net](mailto:scowschooner@earthlink.net) (23)

**20' O'Day**, '78 vintage. Min & jib, pfd. No trlr. \$1,000.  
EMILY, Brick, NJ, (732) 222-7874 (22)

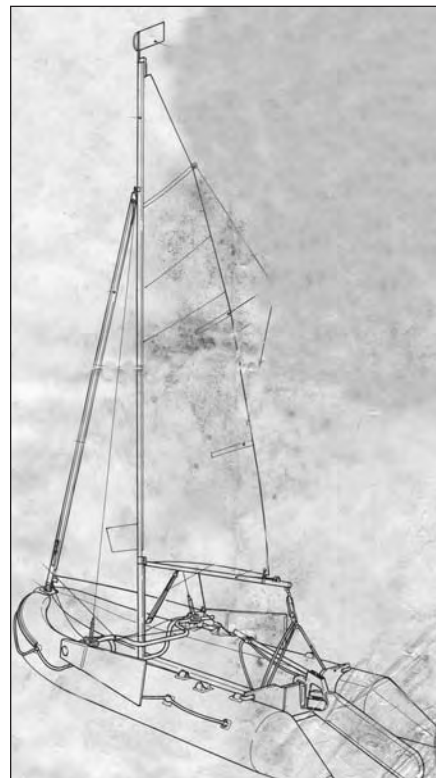


**Blackie**, 4 Atlantic crossings since '99. Just back from Africa, ready to go again. LOA 30', Draft 4'6", Volvo Diesel. Wood hull sheathed in epoxy/Dynel. Lanyards/deadeyes. 7 sails off the wind. \$15k/obo.  
JIM SUMMERLIN, Kingston, NY, (845) 383-1747, [jimntrey@yahoo.com](mailto:jimntrey@yahoo.com) (22)



**Beetle Cat**, '63 rebuilt/refinished in exc cond. \$4,800cash.  
LEON POTHIER, Wooden Boat Restorations, Westfield, MA, (413) 562-2216 (22)

## SAILS & RIGGING FOR SALE



**Metzeler Inflatable Sail Rig**, all spars, leeboards and mount, rudder, ss standing rigging, 70sf sails. Top quality rig adaptable to your small sailboat project Little used since new in 1985. \$250.  
BOB HICKS, Wenham, MA, (978) 774-0906, 7-10am, 5-9pm best (TF)



## GEAR FOR SALE



**40" Band Saw**, in exc working cond. Made by Atlantic Works of Philadelphia. 2hp single phase motor, tilting table, extra blades. Asking \$1,500. HOWARD HASTINGS, Barre, MA, (978) 355-2004 before 9pm (23)

**There is nothing—absolutely nothing—  
half so much worth doing**



**as simply messing about in boats.**

**Famous Quotation & Illustration**  
from *The Wind in the Willows*

Join us in expressing Ratty's sentiment to the World. T-shirt \$18.00, Long Sleeve T \$23.00, Sweatshirt \$30, Tote Bag \$18. Shipping \$4.75, orders up to \$25, add \$1 for each additional \$25. THE DESIGN WORKS, Dept MC, Box 8372, Silver Spring, MD 20907, Toll free (877) 637-7464, [www.messingabout.com](http://www.messingabout.com) (TFP)



**COM-PAC**  
14' Picnic Cat  
17' Sun Cat  
Other models  
in stock

**FERNALD'S MARINE**

On the River Parker  
Rt. 1A, Newbury, MA 01951  
(978) 465-0312



**Forward Facing Rowing**, with a sliding seat in your canoe.  
EZ-ROW INC., P.O. Box 275, Taylors Falls, MN 55084-0275, (651) 465-6608, [www.ez-row.com](http://www.ez-row.com) (907P)

**Outboard Gear**: Bosun remote control w/cables, used, \$20. 4 SS 10" windshield opening brackets (for flat glass windshields), used \$10 set. 1 Airguide 2 1/2" marine compass, gimbal mounted, \$5. All prices firm plus shipping.  
BOB HICKS, Wenham, MA, (978) 774-0906, 7-10am, 6-9pm (TF)

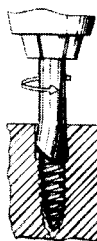


**New! The Poop Deck Crew T-Shirt**, profits from the sale of this T-Shirt support the SAFE HAVEN Project & Newfoundland Dog Rescue in the US & Canada. Show your support for these gentle giants when you wear your Poop Deck Shirt featuring a Newf Dog and his canine mates including a German Shepherd, Springer Spaniel, English Bulldog, Poodle, Golden Retriever—even a Chihuahua! 100% heavyweight US made blue cotton Tee. Large imprint on front. Sizes M-XL \$17, XXL \$19. S&H \$4.75 on all orders. Send MO or Check.

A. BRIDGE, P.O. Box 143, Woolwich, ME 04579 USA, Tel (207) 442-7237 Email <norsman@care2.com>, Web [www.norsgear.com](http://www.norsgear.com) (TFP)

## UNSCREW-UMS™ broken-screw extractors

Remove damaged fastenings. Minimal damage to wood. Hollow tool uses stub as guide. Sizes to remove screws from No. 2 to No. 24, lags, nails, and drifts.



**T&L TOOLS**

24 Vinegar Hill Rd., Gales Ferry, CT 06335  
Phone: 860-464-9485 • Fax: 860-464-9709  
[unscrew-ums@tltools.com](mailto:unscrew-ums@tltools.com)

**[www.tltools.com](http://www.tltools.com)**

**Kayak Gear**: O'Neil Farmer John Wetsuit, hardly used, fits 6', 165lb, w/full jacket, 2pr gloves, 2pr booties, additional used vest. \$50. 1 Wetsuit mtl cockpit skirt \$5. 3 strap-in backrests \$5. 1 Sear inflatable seat (w/backrest), used \$5. 1 Chipmunk deck mount diaphragm pump \$20. 4 Yakima roof rack locking raingutter clamping mounts \$20 set. Budget brand (?) roof rack cradles (4) and gunwale brackets (4) \$10. All prices firm plus shipping.  
BOB HICKS, Wenham, MA, (978) 774-0906, 7-10am, 6-9pm (TF)

**Matsushita Blades**, we are offering the 36 tooth, 7/8" Matsushita Combination Blade, a very thin kerf blade that runs free & puts little load on the saw, producing a very smooth cut w/minimal waste. Priced at 1 for \$25 or 2 for \$46 w/free shipping. Send check or money order.  
BROTHERS' BOATWORKS, LLC, 26980 Lake Dr., Lawton, MI 49065 (TF)

**Volvo Penta MD-1 1cyl Diesel Engine**, rebuilt compl. \$2,400.  
THE SCOW SCHOONER PROJECT, Anahuac, TX, (409) 267-4402, [scowschooner@earthlink.net](mailto:scowschooner@earthlink.net) (23)

## BOOKS & PLANS FOR SALE

**Robb White & Sons Sport Boat**, handy, pretty, proven 16' x 43" strip planked skiff. Will plane with 2 adults with 4hp. Full sized mold patterns, complete instructions. \$75. SASE for photos & specs.

ROBB WHITE & SONS, Box 561, Thomasville, GA 31799 (TFP)

**BOAT PLANS & KITS - WWW.GLEN.COM**: Customer photos, FREE how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes FREE Supplies catalog. Over 240 proven designs, 7'-55". "How To Use Epoxy" manual \$2.00.

GLEN-L, Box 1804MA, 9152 Rosecrans, Bellflower, CA 90707-1804, (562) 630-6258, [www.Glen-L.com](http://www.Glen-L.com) (TFP)



**Dory Plans**, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.  
DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858 (TF)

## WATERFRONT PROPERTY FOR SALE OR RENT

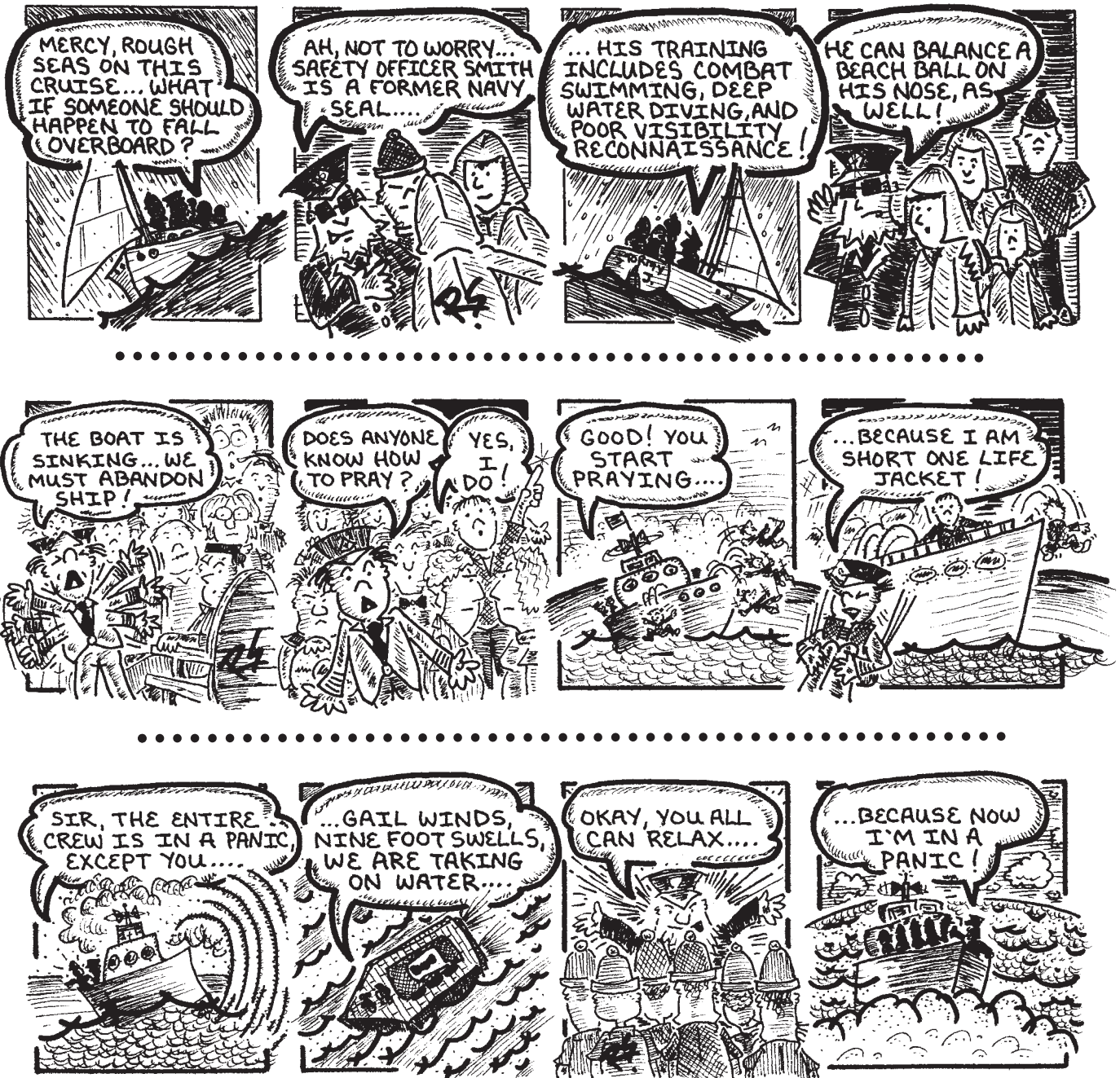


**Vacation Rental Waterfront**, 100yr old refurbished cottage off lower Potomac River nr Leonardtown, MD. Suitable for 3 couples or 2 families. Slps up to 10. Incl protected deepwater slip & several small craft. \$1,000-\$1,350/wk.  
LEONARD EPPARD, Lorton, VA, (703) 550-9486 (TF)



# Shiver Me Timbers

By: Robert L. Summers  
**Rough Seas!**





Mar 9-11 Canoeconia, Madison, WI  
 Mar 16-8 Maine Boatbuilder's Show, Portland, ME  
 Mar 22-25 Antique & Classic Boat Show, Mount Dora FL \*  
 Mar 30-Apr 1 Savannah Boat Show\*  
 Mar 31-Apr 1 Rustic Show, Danbury, CT  
 Apr 12-15 Florida Gulf Coast Small Craft Festival, Cortez, FL \*  
 Apr 26-29 Kent Island Boat Show, Kent Island, MD \*  
 May 4-6 WNPR Craftshow, Farmington, CT  
 May 26-28 Woodstock Craftshow, New Paltz, NY \*  
 June 16-17 Clearwater Festival, Croton Point, NY \*  
 June 23-4 Crafts at Rhinebeck, Rhinebeck, NY  
 July 6-8 Berkshire Crafts Festival, Great Barrington, MA \*  
 July 14-15 Lake Champlain Maritime Festival, Vergennes, VT \*  
 July 20-22 Hammondsport, NY, Antique and Classic Festival \*  
 July 27-29 Finger Lakes Boat Show, Skaneateles, NY \*  
 Aug 3-5 Champlain Valley Folk Festival, Kingsland Bay, VT \*  
 Aug 3-5 Antique & Classic Boat Show, Clayton, NY \*  
 Aug 10-12 Maine Boats & Harbors, Rockland, ME \*  
 Sep 7-9 Port Townsend Boat Festival, Port Townsend, WA \*  
 Oct 4-8 United States Sail Boat Show, Annapolis, MD

# ADIRONDACK GUIDE-BOAT

[www.adirondack-guide-boat.com](http://www.adirondack-guide-boat.com)

PO 144 Charlotte VT 05445 (802) 425-3926

Free video on request  
Free delivery when reasonable

\* Indicates on-water demos



POSTMASTER: CHANGE SERVICE REQUESTED

PRSRT STD  
 U.S. POSTAGE PAID  
 PLATTSBURGH, NY 12901  
 PERMT #148

XXIV-22

messing  
 about in  
**BOATS**

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906